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## SPECIAL TELEGRAMS.

### EUROPE CIRCUIT RACE.

#### FOR AVIATORS.

[THE "TELEGRAPH" CORRESPONDENT.]

London, July 7, 6.20 p.m.

The European Aviation Circuit Race has been won by Beaumont, with Garros and Vidart second and third respectively.

#### ROYAL VISIT TO IRELAND.

MAJESTIES' DEPARTURE.

[THE "TELEGRAPH" CORRESPONDENT.]

London, July 7, 6.20 p.m.

Their Majesties King George and Queen Mary have started from London on their visit to Ireland.

#### MIKADO OF JAPAN.

#### THANKS CHINESE IN SHANGHAI.

[“INDEPENDENT NEWS” AGENCY.]

Tokyo, July 8.

His Majesty the Emperor of Japan was greatly impressed with the cordial reception given to Prince and Princess Higashi Fushimi by the Chinese officials during their short stay in Shanghai on their way to the Coronation in London and has presented sets of flower vases to the Governor and the Tsoai as a token of his sincere thanks.

#### JAPAN TRAMWAYS.

#### A FOREIGN LOAN.

Tokyo, July 8.

[“INDEPENDENT NEWS” AGENCY.]

The funds necessary for the municipalisation of the Tokyo tramways, it has been decided, will be raised by recourse to foreign resources.

This decision has resulted in a great advance in the quotation of shares all round and business consequently has been suspended.

It is notified in the "Gazette" that His Excellency the Governor-in-Council has given directions for the rescission of Proclamation No. 5 of the 18th May, 1911, declaring Pakhoi to be a port of place at which an infectious or contagious disease prevails, and that the same is rescinded.

## REUTER'S TELEGRAMS.

### AFFAIRS IN PORTUGAL.

#### THE REPORTED REVOLT.

[SERVICE TO THE "TELEGRAPH."]

London, July 7, 3.25 p.m.

Although the telegraphic lines to Lisbon, are working normally, there has been no mention made of a revolt in the capital.

#### ON THE FRONTIER.

London, July 7, 3.25 p.m.

From Madrid it is reported that telegrams from the frontier state that all is quiet in Portugal, though troops are still massing in the north in order to prevent an invasion by the Monarchists.

#### MOROCCAN SITUATION.

#### MR. ASQUITH'S

#### STATEMENT APPROVED.

[SERVICE TO THE "TELEGRAPH."]

London, July 7, 3.25 p.m.

All the British newspapers, in commenting upon the situation in Morocco, express approval of the statement made regarding the situation in Morocco by the Right Hon. H. H. Asquith, the Prime Minister.

The Premier's statement, so say the journals, makes it clear that, whilst supporting France, we will not stand aside and allow arrangements to be made behind our backs, as was apparently hoped by Germany.

Though the situation is grave, confidence is felt that a solution will be found by diplomatic negotiations, so as to prevent recurrence of alarms and excursions in connection with Morocco.

[According to Reuter's wire, published yesterday, the Premier said that the Government were seriously considering the Moroccan situation with due regard to the fulfilment of the existing Treaty and our obligations under the Treaty with France.]

#### TO COMPENSATE GERMANY.

London, July 7, 5.15 p.m.

The idea of compensating Germany elsewhere, already mooted by the French newspapers, is now finding expression amongst the journalistic comments in England.

## REUTER'S TELEGRAMS.

The "Daily News" says that the only way of avoiding the peril which would result by the establishment of a naval base in Morocco is either to induce France to withdraw her troops from Fez or to find Germany some other countervailing advantage, creating less revolutionary disturbance in the strategic equilibrium of the world.

The "Daily Telegraph" points out that the difficulty of the solution is that it is impossible for France to fix a date for evacuation without risking a return to chaos in the country.

#### SPANISH TROOPS HALTED.

London, July 7, 3.25 p.m.

The Spanish Government states that the troops en route to Tangier have been halted at Arzila, but that there is no intention of military occupation.

#### HOME POLITICS.

#### THE PARLIAMENT BILL.

[SERVICE TO THE "TELEGRAPH."]

London, July 7, 3.25 p.m.

The House of Lords have concluded their consideration of the Parliament Bill in committee stage.

Viscount Morley, representing the Government leadership in the upper chamber, announced that the report stage would be entered upon the 13th of this month.

#### NEWTON'S AMENDMENT.

London, July 7, 10.5 p.m.

The newspapers are discussing, with much interest, the amendment proposed yesterday evening in the House of Lords by Lord Newton to the Parliament Bill, providing that any further restrictions upon the power of the Peers should not become law without a General Election.

Viscount Morley expressed a qualified concurrence with the principle of the amendment, which was momentarily withdrawn but will be re-introduced in the report stage of the Bill.

## REUTER'S TELEGRAMS.

Lord Peel subsequently made an impressive speech, approving of Lord Cromer's proposal that a joint committee of both Houses should be appointed to assist the Speaker in determining as to whether Bills submitted to Parliament were Money Bills (over which the House of Lords have no right of prerogative).

It is suggested that the Government's acquiescence to these proposals would remove the sting caused by the rejection of the other amendments to the Bill moved in the House of Lords.

#### HEAT WAVE IN AMERICA.

#### 93 DEATHS.

[SERVICE TO THE "TELEGRAPH."]

London, July 7, 5.15 p.m.

There has been a slight abatement of the heat wave in the United States, but 93 deaths occurred yesterday in New York and Boston alone.

#### THOUSANDS PROSTRATED.

London, July 7, 9 a.m.

Owing to the five days' continuous heat in the United States, there have occurred 431 deaths. Thousands of people are prostrated.

#### RECORD HEAT WAVE.

#### IN LONDON.

[“INDEPENDENT NEWS” AGENCY.]

London, July 7, 6.20 p.m.

There has been a record heat wave in London, the barometric readings showing 122 degrees in the sun and 85 degrees in the shade.

#### RECORD HEAT IN LONDON.

London, July 7, 10.5 p.m.

During the heat wave in London, the temperature stood at 86 degrees in the shade and 123 degrees in the sun, which is the highest July record for thirty years past.

## REUTER'S TELEGRAMS.

### THE SHIPPING STRIKE.

#### DEAR FLOUR AT LIVERPOOL.

[SERVICE TO THE "TELEGRAPH."]

London, July 7, 10.5 p.m.

Owing to the shipping trade strike, the price of flour in Liverpool has been raised by sixpence, making an increase of one shilling within the week.

#### THE END NEAR.

London, July 7, 9 a.m.

The seamen's and dockers' strike has been finally ended in Belgium as well as at Newcastle, Sunderland and Southampton.

At Leith and Glasgow the strike still continues.

Yesterday at Manchester there were slight disturbances, which, however, were easily suppressed by the police.

Troops have been sent to Salford.

#### STRIKE AT BRADFORD.

#### A SETTLEMENT.

[SERVICE TO THE "TELEGRAPH."]

London, July 7, 9 a.m.

The wool-combers at Bradford, who have been on strike since the 10th of June, have resumed work on the old terms.

#### HINT TO THE LORDS.

London, July 7, 1.40 a.m.

Sir John A. Simon, the Solicitor General, speaking at West Ham, emphasised the fact that the Government would not accept the Lords' amendments. Why, he asked, should the Government accept any Bill but the Bill approved by the electorate? If the Lords persisted in their action, they would be bringing the prerogative of the Crown into the political arena.

#### WHEAT IN CHICAGO.

#### RISING MARKET.

[SERVICE TO THE "TELEGRAPH."]

London, July 7, 1.40 a.m.

In the Chicago market, wheat and maize prices have gained from one to one and five-eighths as a result of the rains proving insufficient.

## REUTER'S TELEGRAMS.

### THE JAPANESE NAVY.

#### EXHIBITS AT NAVAL CONGRESS.

[SERVICE TO THE "TELEGRAPH."]

London, July 7, 12.50 p.m.

Japanese shipbuilding was a prominent feature of the International Congress of Naval Architects in London yesterday.

Sir William White, the famous naval expert, said that in the matter of naval construction Japan might yet become a serious competitor with European countries unless the cost of labour in Japan was increased.

#### IN THE BALKANS.

#### TROOPS MOBILISING.

[SERVICE TO THE "TELEGRAPH."]

London, July 7, 12.50 p.m.

A telegram from Constantinople states that the Montenegrin Minister has explained to the Porte that the projected mobilisation of troops in Montenegro is not being made with any hostile intent, but is meant to prevent the possibility of disagreeable incidents happening on the frontier.

[Montenegro is a small independent state, about half the size of Wales, situated in the Balkan Peninsula, between Herzegovina and Albania, and occupying a highly valuable strategic position.]

#### MALAY SULTANS.

#### LEAVE LONDON.

[SERVICE TO THE "TELEGRAPH."]

London, July 7, 12.50 p.m.

Their Highnesses the Sultans of Perak and Kedah, two provincial rulers in the Federated Malay States, have left England after attending the Coronation ceremonies.

Their departure was attended with military honours. On their arrival at Dover, the fleet fired salutes.

#### ROYALTIES IN IRELAND.

[SERVICE TO THE "TELEGRAPH."]

London, July 7, 11.40 p.m.

Their Majesties the King and Queen have left for Ireland, accompanied by H.R.H. the Prince of Wales, H.R.H. the Duke of Connaught, and H.R.H. Princess Mary.

## CHINESE TELEGRAMS.

### ANONYMOUS THREAT.

#### AGAINST HIGH OFFICIAL.

[“SHEN KONG PO” SERVICE.]

Peking, July 7.

The President of the Ministry of Communications has received an anonymous letter threatening to take his life. As a consequence, the President has asked the Ministry of Interior to increase the number of his body guard for protection.

#### RAILWAY AFFAIR.

#### SECRECY MAINTAINED.

[“SHEN KONG PO” SERVICE.]

Peking, July 7.

The Ministry of Communications has instructed all the railway officials to maintain the strictest secrecy in all railway affairs. Officials found divulging secrets will be severely punished.

#### VICEROY IMPEACHED.

[“SHEN KONG PO” SERVICE.]

Peking, July 7.

H.E. Chang Ming Chi, Viceroy of Canton, has been impeached by a Manchurian censor. The memorial has been held over.

#### CHINESE STUDENTS.

#### EDUCATED IN AMERICA.

[“SHEN KONG PO” SERVICE.]

Peking, July 8.

From enquiry made by the Ministry of Education, there are 598 male students and 52 female Chinese students studying in America.

#### FOUR NATIONS' LOAN.

#### SECOND INSTALMENT NOT TO BE PAID.

[“SHAT PO” SERVICE.]

Peking, July 7.

The representatives of the four nations interested in the big loan lately advanced to China, have notified the Ministry of Finance to the effect that the immediate enforcement of the new currency system will probably create a crisis in commercial circles and as a consequence, the second instalment of the loan will not be paid. The Ministry has sent Chan Kam Tao, an old Queen's College boy, to consult with the representatives on the matter.

#### LADY STUDENTS.

#### TO GO TO AMERICA.

[“SHAT PO” SERVICE.]

Peking, July 7.

The Ministry of Education has complied with the request of the Chinese Minister at Washington to send female scholars to complete their education in America.

#### REGULATIONS TO SETTLE DISPUTES.

[“SHAT PO” SERVICE.]

Peking, July 7.

The Ministry of Foreign Affairs has requested the Ministry of Law to draw up a series of regulations upon which all disputes raised by Chinese residents, who have returned from abroad, can be settled.

#### The Weather Forecast.









## THE ARBITRATION TREATY.

Great Britain and America. Theodore Roosevelt's View.

Covenants for arbitration, that is, arbitration treaties, between nations must, until some form of effective international police force is devised, depend for their value mainly upon the degree of civilization achieved by the contracting powers. Arbitration treaties with, or between, communities in a low state of development, at the best represent little real advance, and at the worse may represent positive harm; because they may tend to distract the minds of good people from methods by which genuine service could be rendered the peoples in question. The action of the United States in taking charge of the custom-houses in San Domingo, allotting the government part of the proceeds and reserving the rest for the benefit of the creditors, has conferred, from the standpoint of peace no less than from the standpoint of justice, a thousand times more benefit upon San Domingo than has been conferred upon the Central American republics by the building of a peace palace and by nominally securing among themselves arbitration agreements. The actual result in San Domingo was to bring a greatly increased measure of peace, justice, and prosperity; while the actual result in Central America has been either absolutely nil or possibly even the working of some small detriment by distracting men's minds from the fundamental fact that what is there needed is order and justice within the boundaries of each of the several States—imposed partly from without, if it proves impossible to get it wholly from within.

Between Great Britain and the United States it is now safe to have a universal arbitration treaty because the experience of ninety-six years has shown that the two nations have achieved that point of civilization where each can be trusted not to do to the other any one of the offenses which ought to preclude any self-respecting nation from appealing to arbitration. But no language should be used in the treaty which would tend to obscure this cardinal fact, this cardinal reason why the treaty is possible and desirable. Among private individuals the man who, if his wife is assaulted and has her face slapped, will go to law about it, instead of forthwith punishing the offender, would be regarded with derision. The reason why, in moderately civilized communities, it is not necessary to say that a man reserves to himself the right to assault any one who in his presence slaps his wife's face is the simple fact that in no such community is it now possible to imagine such action occurring. But to require any public official, or private citizen who takes an oath to obey the laws of the land, to include in that oath the specific statement that if his wife's face were slapped he would not do anything other than bring suit, would be rather worse than an absurdity. In just the same way, the United States ought never specifically to bind itself to arbitrate questions respecting its honor, independence, and integrity. Either it should be tacitly understood that the contracting powers no more agree to surrender their rights on such vital matters than a man in civil life agrees to surrender the right of self-defense; or else it should be explicitly stated that, because of the fact that it is now impossible for either party to take any action infringing its honor, independence, and integrity to the other, we are willing to arbitrate all questions.

Hypocrisy never pays, in the long run. Even if the indifference of the majority of the Nation should permit a specific agreement to be made to arbitrate such vital questions, that same majority would promptly (and quite properly) repudiate the agreement that the moment that it became necessary to enforce it. No self-respecting nation, no nation worth calling a nation, would ever in action, practice consent to surrender its rights in such matters. Take this very case of the agreement between Great Britain and ourselves. Thank Heaven! it is now impossible—and I use the word literally—that there shall ever be war between the English-speaking peoples. The equity of the last

ninety-six years have shown this to be the fact, and year by year the feeling between them has grown better and the determination to settle every dispute amicably and honorably agreement based on mutual respect and consideration has become more fixed. But this is because of the attitude adopted by both during the ninety-six years. Go back a little over a century, and conditions are wholly different. If Great Britain now started to exercise the right of search as she exercised it a hundred years ago, with its incidents of killing peaceful fishermen within the limits of New York Harbor, of kidnapping sailors by violence on the high seas, of ruining merchants through no fault of their own, of firing on American men-of-war and killing men aboard them—why! if any such incident occurred at present, this country would fight at the drop of the hat, and any man who proposed to arbitrate such a matter would be tossed contemptuously out of the popular path. The reason we can now afford to have a general arbitration treaty is that such incidents are no longer possible. As long as they were possible an arbitration treaty would have been impossible, because they were matters which no self-respecting nation would arbitrate. This is a fact which can be tacitly ignored only as long as it is tacitly accepted. Any language which specifically attempted to deny its existence would be thoroughly unfortunate, because it would mean either that this Nation was taking an ignominious position because it had an ignominious spirit, or else that it was hypocritical, pretending to enter into an obligation which in actual practice, if the strain came, it would not for one moment carry out.

As regards Great Britain, the matter is academic, simply because there is no possibility in actual fact of the occasion arising which would make it necessary to try to carry out the unwelcome obligation. But we should be very cautious of entering into a treaty with any nation, however closely knit to us, the form of which it would be impossible to follow in making treaties with other great civilized and friendly nations. For instance, at this very time Mexico has been engaged for some months in civil war, one of the incidents of which has been the repeated military invasion of our territory. Again and again armed bodies of Mexican troops have fired across the boundary and killed or wounded American citizens. In this case we have chosen to submit to such invasions, as is our right and privilege if we so desire. But it would be absolutely intolerable to bind ourselves to arbitrate the questions raised by such invasions. If, for instance, instead of its being Mexican troops firing into our inland towns and killing our citizens, it happened to be an English or a German or a Japanese fleet which, not once but again and again, fired into our coast towns, killing and wounding citizens, this Nation would immediately demand, not arbitration, but either atonement or war. In the same way, if a dispute arose between us and another nation as to whether we should receive enormous masses of immigrants whom we did not desire from that nation, no one who knows anything of the temper of the American people would dream that they would for one moment consent to arbitrate the matter. In such a case we should say that our honor, our independence, our integrity, and our very National existence were involved, and that we could not submit such a question to arbitration.

Let the treaty either keep silent entirely about such questions, it being tacitly but with entire clearness understood that of course the two contracting parties do not surrender those rights which lie at the foundation of all that makes national life worth living, or else let it make use of a preamble which will show that they agree to arbitrate all things only because certain things have now become unthinkable and impossible. But the treaty should make no explicit declaration of a kind which would brand us with cowardice if we did live up to it, and with hypocrisy and bad faith if we did not live up to it. Also, it is well to remember that as there is not the slightest conceivable danger of war between Great Britain and the United States,

the arbitration treaty would have no effect whatever upon the armaments in either country.—"The Outlook."

## FREIGHT CIRCULAR.

Messrs. Lamb and Rogge's weekly circular dated Hongkong, July 8, says: Only a moderate volume of business was concluded during last fortnight, the bulk of chartering being for coals in different directions. Unfortunately the Philippine Government has suddenly prohibited further importation of cattle from Cebu-china owing to discovery of mouth and foot disease amongst latest arrivals. Cattle dealers having boats running under time-charter in that trade have found themselves under the necessity of fixing trips to Saigon to P. I. or ordering the vessel in ballast to Hongkong in the hope to find better employment from the north, which, of course, does not help in any way to maintain the rates. As charterers' requirements in all other contrivance trades are exceedingly limited, and advices from the north report a stagnant market for "outsiders," owners, wearied, will have to be content with a quiet market until the Autumn crops are ready for export.

Saigon-Hongkong:—There is very little doing for regular liners and rates have receded to 8 cents. Saigon-Philippines:—In this direction the rate has materially weakened owing to cattle-brats competing for such business. Fixtures have been done at 20 cents per picul, which is the lowest rate on record since September last.

Saigon-Java:—Some inquiry for tonnage has led to a fixture at 22 cents per picul. The amount of rice imported by Java from Saigon during this season has been very small, and we hear from a reliable source that very little Saigon rice will be imported for some time to come.

Java:—Stocks locally are reported to be plentiful, and buyers show very little inclination to treat for the new season's sugar.

Bangkok or Hongkong:—Regular liners are more than sufficient for what cargo is offering, and no improvement can be expected for the next few months. Newchwang:—After one of the cattle-boats accepting a freight on lumpsum basis, (the rate working out at about 20 cents per picul), quotation now stands at 28 cents, at which figure a few fixtures have been done.

Coal Freight from Japan are weaker.—A steady good demand prevailed during the fortnight, and offerings 1.80 of tonnage remain limited.—Fixtures reported: Moji-Hongkong \$2 or \$1.80, Keelung-Hongkong \$1.60, Karatsu-Manila \$2.75, Nagasaki-Singapore \$3.50, Mike-Hongkong \$2.50, Hongkong-Hongkong \$1.75, Hongkong-Penang and Pulo Brani \$3.25, and Port Court-Canton \$2.10 per ton. Sales:—German S.S. "Kowloon," 1,487 tons net reg. is sold to Japan and Norw. S.S. "Antung" 904 tons net reg. has been purchased by Russian buyers.

Sail Tonnage loading or to load. For Baltimore and New York Brit. barque "Radiant" 1,840 tons, net reg. September-October (Messrs. Simms and Co.) Brit. barque "Eclipse" 2,000 tons net reg. July-October (Messrs. Arnold, Karberg and Co.) Brit. barque "Arrow" 3,090 tons net reg. October-December (Messrs. Arnold, Karberg and Co.)

## A Grave Objection.

European science clashes with the received views of sacred subjects in Persia. For instance, it is believed throughout Islam that the coffin of Mahomet is suspended between the earth and heavens, and here lies the cardinal difficulty with Jules Verne. If one fires a shell at the moon, the Mahometan thinks it likely that the shell may come in contact with the bier of the prophet, and such a thought fills the mind of the faithful with sadness and terror indescribable. The consequence is that anyone found reading the translation of the "Voyage to the Moon" will incur the severest penalties. Those who have commenced to read the book and wish to finish it, will have to do so in privacy, and then say nothing about it.

## THE PENGKALAN DU-RIAN ESTATE, LD.

The first annual general meeting of shareholders of this Company was held at the offices of the Secretaries, Messrs. J. P. Bissett & Co., No. 48 Szechuen Road, Shanghai, on June 30. There were present: Messrs. H. Ollerodsson (Chairman), Th. Meyer and C. W. Ure, Directors, and other shareholders, representing 13,215 shares in all. Shareholders have been circularized of the full report of the meeting, but the following explanation from the Chairman's speech is of interest to the public.

The notice convening the meeting having been read, the Chairman said:—Gentlemen, I wish to call your attention to an error of omission which occurred in the report printed and circulated a few days ago. In the census of trees on the Estate the trees planted on the 113 1-2 acre block and numbering 18,160 trees did not appear. This omission has now been remedied by printing an amended report and sending a copy to each shareholder. On reference to the Profit and Loss Account you will notice that the total amount realized by actual rubber sales was Tls. 11,977.75 which together with the conservation valuation of stock in hand at S. \$1.25 per lb. (i.e. about 3s. per lb.) brings the total proceeds of sale of the 7,034 lb. won during the period to Tls. 13,633.08. The average prices realized for this crop so far sold are 5.7 1-2 sheet and 5.2 1-2 for other grades. No doubt you will be surprised to learn that the actual output of dry rubber differs considerably from the published returns as cable monthly by month from Singapore. As you are no doubt aware, Gentlemen, the dry rubber won during each month is estimated from the wet state, and these estimated weights are telegraphed to us as early as possible after the close of each month. Now, your Directorate regret to say that on stock-taking it was only then discovered that these estimated weights telegraphed monthly were much in excess of the weights of dry rubber actually won. A very lengthy correspondence has taken place over this between our managers, Messrs. F. W. Barker and Co. and ourselves, and all the explanation that has resulted is that the manager has made too small an allowance between the weight of rubber on its first treatment and in its dried state. A certain amount of allowance and consideration must be made for our Manager in so far that this is his first experience in tapping, and also that during the period of tapping, he has been frequently sick and been obliged to lie up in hospital. Mr. Kamp, senior partner of Messrs. Barker and Co., who has just passed through Shanghai, has given us assurances that no mistakes of this kind will occur in future, and that after full deductions for variation between wet and dry rubber are allowed, a continual check of our stocks of rubber at the factory will be made.

After the Chairman's speech there were no questions, and the following Resolutions were put to the meeting and carried unanimously:—Proposed by the Chairman and seconded by Mr. Meyer: That the report of the Directors and the statement of accounts for the period ended March 31, 1911, be adopted.

Proposed by Mr. Hugo Reiss and seconded by Mr. Chu Pac-fay: That the balance Tls. 3,033.05 standing to the credit of the Profit and Loss Account be apportioned as follows:—Directors' fees Tls. 300, Auditors' fees Tls. 200, writing of preliminary expenses Tls. 103.30, to carry forward the balance of Tls. 2,369.69.

Proposed by Mr. O. W. Ure and seconded by Mr. Hugo Reiss: That Mr. Th. Meyer be re-elected a Director of the Company.

Proposed by the Chairman and seconded by Mr. Ure: That Messrs. Lowe, Bingham and Matthews be re-elected Auditors at an annual fee of Tls. 200.

The meeting was concluded with a vote of thanks to the Chairman and Directors.

## Prepaid Advertisements.

25 WORDS \$1 for 3 insertions or \$2 for one week.

HOUSE TO LET in Knutsford Terrace, Kowloon. Apply to—The Hongkong Land Investment and Agency Co., Ltd. [1194]

## WHERE THE BRITISH STILL LEAD.

While the United States has in New York the greatest and busiest seaport in the world—a position long held by London—she also leads the world in the production of corn, tobacco, coal, petroleum, pig-iron, steel, and cotton, says "The Literary Digest." But, as a writer in "The Strand" (London) points out, there are certain exports, principally of manufactured goods, in which England holds a place superior to her rivals, the United States, Germany, and France. This writer tells us that John Bull is a great old gentleman still, though so many nations are looking over his shoulder and copying his methods—perhaps improving on them. They have not, however, as yet captured all of his positions, and we read:

"When it comes to certain steel manufactures, John Bull still takes first place. To begin with, he is, in 1911, as he was in 1811, the world's master cutler, and the products of Sheffield are marked A 1 in the world's markets. In value, bulk, and quality America comes second and the German factories third. He still controls the cycle trade, although here Germany is close at his heels, the production of cycle parts being last year about as large as Britain's. But the quality is far superior in this, as in other products."

So with regard to cotton-spinning, wool, and the manufacture of tobacco. This writer declares:

"To show how easily the British are still the world's greatest cotton-spinners, we have only to take the figures of the exports of cotton goods. John Bull, after supplying himself liberally, sends out \$95,000,000 worth to market. Germany sells \$13,000,000 worth, France \$11,000,000, and America \$7,500,000. As regards woollen manufactures he is far greater, for he last year exported over \$30,000,000 worth, three times as much as his nearest rival, Germany. Then take tobacco. America grows it, but who has the art of manufacturing it to approach John Bull? He exports \$1,050,000 worth annually to Uncle Sam's \$1,000,000 worth of tin; but here, again, this is John Bull's specialty."

America is famous for its inventive talent, but Great Britain excels America in the amount of the machinery exported.

In machinery, both for quality and quantity exported, he is still easily first, but the strides made by Germany and America may result in his being overtaken. When one considers population, it is a little difficult to see how a country of 40,000,000 can hope to surpass in production one of 80,000,000. Yet the statistics of the world's trade show that in the market of the universe he makes more locomotives, railway wagons, and electrical apparatus than his rivals."

John Bull is, like the poet Collins, "a most excellent letter"; his hats "retain their preeminence over the world"; finally, "Britain's export trade is about \$2,000,000,000 per annum in value, against Germany's \$1,250,000,000 and America's \$1,750,000,000."

China grows a great quantity of tobacco, but it is all of a low grade.

Bishop of Carlisle.—Legislation cannot stop people from making fools of themselves.

Bishop of Manchester.—The controversies of the present day are kid-glove controversies compared with those our grandfathers waged.

Lady Eden.—Character building is of greater importance than the securing of scholarships.

Rev. S. Baring-Gould.—Opportunities will be taken away from such as have not had the wit to grasp them.

## Intimations



## SHORTEST &amp; QUICKEST ROUTE

## THE FAR EAST &amp; EUROPE, via DAIREN. SUMMER SCHEDULE.

(Effective from May 1, 1911.)

THREE WEEKLY EXPRESS TRAIN SERVICE, composed of excellently equipped Sleeping, Dining and 1st Class Cars, is operated between Dairen and Changchun in connection with the Trans-Siberian Express Trains and with Dairen-Shanghai Direct Steamship Service by the S.S. "Kobe Maru" and "Saikio Maru" (each 2,877 tons) as follows:—

## NORTH BOUND.

1st Class Fares	Shanghai (Steamer).....Lv.	Thurs. Sat.	Sun. Tues.	Fri.
\$40	Dairen ( " ).....Ar.	"	"	"
	(S.M.R. Train).....Lv.	6.00 a.m.	"	"
Y14.05	Mukden ( " ).....Ar.	1.50 p.m.	"	"
	( " ).....Lv.	2.05 "	"	"
Y11.50	Changchun ( " ).....Ar.	8.30 "	"	"
	(Russian Train).....Lv.	9.30 "	"	"
R 9.60	Harbin ( " ).....Ar.	9.10 a.m.	Mon. Thurs.	Sat.

Connecting at Harbin with

State Ex-press from Moscow  
Wagon Ex-press for St. Petersburg

## SOUTH BOUND.

		State Ex- press from St. Petr.	State Ex- press from Moscow	Wagon Lits from Mos- cow
Connecting at Harbin with				
R 9.60	Harbin (Russian Train).....Lv.	11.20 a.m.	Mon.	Wed.
	Changchun ( " ).....Ar.	8.35 p.m.	"	"
	(S.M.R. Train).....Lv.	10.30	"	"
Y11.50	Mukden ( " ).....Ar.	5.10 a.m.	Tues.	Thurs.
	( " ).....Lv.	5.25	"	"
Y14.95	Dairen ( " ).....Ar.	1.30 p.m.	"	"
	(Steamer).....Lv.	Noon	Wed.	Sun.
Y40.00	Shanghai ( " ).....Ar.		Fri.	Tues.

Connecting at Harbin with

State Ex-press from St. Petersburg  
Wagon Ex-press from Moscow

\* Russian Train Time is 25 minutes ahead of the S.M.R. Time. For instance, 6 p.m. by the former is 5.37 p.m. by the latter.

Supplementary Charges on DAIREN-CHANGCHUN Service.

EXPRESS EXTRA FEE.....Y3.00 SLEEPING CAR SUPPLEMENT.....Y5.00  
TICKET AGENCIES.—The Company's railway and steamer tickets are obtainable at all the Agencies of the International Sleeping Car & Express Trains Co., the Nippon Yusen Kaisha, Shanghai, Messrs. Thos. Cook & Son, and Reisebureau der Hamburg-Amerika Linie.

RAILWAY HOTELS.—Yamato Hotel (Tel. Add.: "Yamato") at Dairen, Port Arthur, Mukden, Fushun and Changchun, all under the Company's management.

## SOUTH MANCHURIA RAILWAY COMPANY DAIREN.

Tel. Add. "Mantetan" Codes: A. B. C. 5th. Ed. A. I. &amp; Lieber's

## FUSHUN COAL

THE BEST STEAMING COAL IN THE FAR EAST.

Output 8,500 tons per day.

Fresh stocks always on hand at Dairen, Newchwang and Tientsin Depots and also at Cheloo, Shanghai, Hongkong, Singapore and Penang.

## MINING DEPARTMENT.

## SOUTH MANCHURIA RAILWAY COMPANY, DAIREN.

Tel. Add. "Mantetan" Codes: A. B. C. 5th. Ed. A. I. &amp; Lieber's

Agents: MITSUI BUSSAN KAISHA, LTD  
Hongkong, 29th April, 1911. [795]

## JUST ARRIVED

per S.S. "Princess Alice."

A NEW CONSIGNMENT

of

## Simon Arzt No. 70 P CIGARETTES.

\$2.20 - - - per 100

G. PRIEN, Hongkong Hotel Building.

[1016]

Phone 174.

## WANG HING, Jeweller.

THE LARGEST COLLECTION OF SILVER WARE IN THE COLONY.

10, QUEEN'S ROAD, CENTRAL.

[1098]

## "The Beer That's Brewed to Suit The Climate"

Just the thing for a Picnic

A small cask of O. B. Beer

Fresh from the Brewery.

"Just Try It"



# A. S. Watson & Co., Ltd.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH WHISKY

A Blend of the Finest Pure Malt Scotch Whiskies.

For over 30 Years WATSON'S 'E' has maintained the reputation of the FINEST SCOTCH WHISKY in the FAR EAST.

A. S. WATSON &amp; CO., LTD.,

ALEXANDRA BUILDINGS,

Hongkong, 9th June, 1910.

NOTICE TO SUBSCRIBERS.

From and after 1st January, 1909, the rates of Subscription to the Hongkong Telegraph (Daily and weekly issues) will be as follows:—

DAILY—\$36 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messengers. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 80 cents per quarter. Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

(PAYABLE IN ADVANCE.)

There will be no rebate to Missionary subscribers as heretofore.

By Order,

"HONGKONG TELEGRAPH."

Hongkong, 22nd December, 1908.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.

## The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 8th, 1911.

### NOT GUILTY.

In February 1898 the whole of the civilized world was shocked by the awful disaster, which involved the sinking of the United States Battleship Maine, in Havana harbour, and the consequent loss of two hundred and fifty men, who comprised the crew. It was not only the appalling nature of the event, but the terrible accusation that followed that the Spanish had been guilty of the most awful treachery. It might be said that the Spanish-American war was precipitated by this, though the misdeed of Cuba by the Latin race had been arousing the active sympathies of the States for some time previous to that and relations between the powers were strained. Then a fine ship went down in what were Spanish waters, the foulest of crimes was alleged, and war followed. Now, the immediate cause of the precipitant has been found to be non-existent and Spain's escutcheon has been cleared of the foul stain that has for the past decade adhered as only infamy can adhere. Yesterday a telegram from Washington stated that General Bixby, an expert naval and military engineer, has made a report in connection with the sinking of the ship, and has given it out that the explosion, which involved the foundering, could not have been caused from the outside, and that the real origin will never be explained. Time has entered a verdict of "Not guilty" and Spain no longer stands with a smear of dishonour across the pages of her history of the last century.

If ever anything has shown the danger of jumping to conclusions the war of 1898 has. Immediately upon the report of the disaster a cry for vengeance went up from the people of the United States, and in view of the evidence then available they were perfectly justified in demanding that full reparation should be exacted. Spain at the same time felt the terrible insult that had been levelled at her national honour and it seems, now, that time allows us to look at things with the dispassionate view of distance, that war was the inevitable outcome of the existing state of affairs. A war followed, Spain lost, and with her defeat came her loss of the remainder of her American possessions, and the remnant of the empire that she had found in the west passed away. It was the milestone that marked the completion of Spain's fall from the high position which she occupied prior to the Elizabethan era.

The real casus belli was lost in the popular cry "Remember the Maine," and two civilized peoples fought over an academic matter, which might have been settled, but which was now thrown into the shadow, by what the Americans alleged to be a treacherous wholesale slaughter.

If anything the present discovery, the complete exoneration of Spain from a charge of the grossest sin, should tend to make nations more wary of war. The untold misery that existed through deaths of brave men on either side, the sorrow of the mourner which has been softened by time must again be poignant as it becomes known that, unintentionally, America wronged herself and another nation when so terrible a charge, as treachery, precepted the estranged parties into an awful war. Evil was done but good came of it. The administration of affairs in the Philippines has been undoubtedly better. The islands have shown signs of immense progress, but the fact remains that through an ignorance of fact on one side, and the unreasoning Castilian anger at insult on the other, many lives have passed the rubicon, while they might yet have been spared to do further good in the world. Doubtless many hearts sigh and murmur "If we had only known." They did not. That is only excuse for the war and if the discovery of General Bixby does nothing else, it will make other nations more cautious, less ready to rattle the sabre, and help keep the world at peace till the marching of civilization shall have, for ever, laid, in the dust of the past, wars and all rumours of war.

### DAY, BY DAY.

That best portion of a good man's life, his little nameless, unremembered acts of kindness and of love.

The French Mail which left Hongkong on June 6 was delivered in London yesterday.

No dog brought from Shanghai will be permitted to land in this Colony for a period of three months from this date.

The engagements of the Bishop of Victoria for to-morrow are: 9.15 a.m., preach at Cathedral Military Parade Service; 7 p.m., conduct a class for Chinese students at St. Paul's College.

#### Director of Education.

His Excellency the Governor has been pleased to appoint Edward Dudley Corcoran Wolfe to act as Director of Education in addition to his other duties during the absence on leave of Edward Alexander Irving.

#### Executive Council.

H.M. the King has been pleased to approve the appointment of the Honourable Mr. Henry Edward Pollock, K.C., to be an Un-official Member of the Executive Council during the absence on leave of the Honourable Sir Catechick Paul Chater, Kt., C.M.G.

#### Port Regulations.

A proclamation appears in the "Gazette," declaring Amoy to be an infected port.

The Canton-Kowloon Railway. Rapid progress is now being made on the Canton Section and it is hoped that trains will be running through from Kowloon to Canton on October next.

#### No Plague.

The health returns published by Dr. Francis Clark for the 24 hours ended at noon to-day again report the welcome information that no cases of plague had been notified within the Colony.

#### Organ Recital.

A short organ recital will be given at St. Andrew's Church, Kowloon, after the Evening Service on Sunday. Mrs. Tibbs will play Offertoire in D minor (Bach), Allegretto in B minor (Gibault) and Coeur in F (Vincent).

#### Christian Science.

At the forthcoming lecture on Christian Science, Mr. McCracken, the lecturer, will be introduced by the American Consul General, Mr. Geo. E. Anderson. Mr. McCracken was expected to arrive in Yokohama to-day. Further particulars regarding the lecture will be found in our advertising columns.

#### Staff College.

It is notified in Garrison Orders that the Board to sit in the Staff College Entrance Examination will be presided over by Lieut. Colonel A. T. Rowlandson, 126th Baluchistan Infantry, the other members being Major A. C. Ralphs, 8th Rajputs, and Captain R.H.M. Watson. In the event of the last-named officer's inability to act on the Board another field officer will take his post.

#### Threw Opium to Prisoner.

A mild sensation was caused in the Police Court this morning, when, in the course of a certain case, Mr. Wood, the Second Magistrate, noticed one of the spectators in the Court-room throw a slip of paper to one of the prisoners in the dock. The Magistrate ordered the proceedings to be temporarily stopped and upon examination, the paper was found to contain two or three tiny bits of opium. Thereafter, the Court was cleared of the numerous loiterers and hangers-on that daily fill the Court-rooms.

#### New Council Members.

H.M. the King has been pleased to approve the appointment of the Honourable Mr. Charles Montague Ede to be an Un-official Member of the Legislative Council during the absence on leave of the Honourable Mr. Edward Osborne.

H.M. the King has been pleased to approve the appointment of the Honourable Mr. Charles Henderson Rose to be an Un-official Member of the Legislative Council during the absence on leave of the Honourable Mr. Henry Kerwick.

### HARBOUR MASTER'S REPORT.

From the Harbour Master's report, laid upon the table at the Legislative Council on Thursday, we make the following extracts:—

**Shipping.**—The total of the Shipping entering and clearing at ports in the Colony during the year 1910 amounted to 547,104 vessels of 38,534,301 tons, which, compared with figures for 1909, shows an increase in numbers of 10,881 vessels, with an increase of 1,703,516 tons. These totals are the largest yet reached, exceeding all previous records by 15,053 vessels and 506,051 tons. Of these 40,714 vessels of 23,100,256 tons were engaged in foreign trade, as against 43,794 of 22,415,125 tons in 1909.

The average tonnage of individual ocean vessels entering the port has once more increased—from 2,300.1 tons to 2,457.3 tons. That of British ships has increased (2,594.5 tons as against 2,494 tons) while that of foreign ships has increased from 2,205.3 tons to 2,324.1 tons. During the past 20 years the average tonnage of ocean vessels has increased from 1,170 to 2,457.3 tons.

#### Trade.

As pointed out in previous reports, the figures which used to appear under this heading were, as a whole, so inaccurate as to be, in some cases, most misleading. They have therefore been omitted from this, as from my three previous annual reports. However, in certain items of the import trade, fairly accurate details are available, and as to these, the following remarks may be of interest.

**Coal.**—1,115,120 tons were imported during the year. This quantity, compared with the imports for 1909, shows a decrease of 11,715 tons, or 1.04 per cent. This decrease is so small as to be negligible, but is explained by the dull tone of the market in the Colony throughout the year 1910, and the necessity of adjusting stocks after the somewhat largely increased imports of 1909. Of the various varieties of coal imported, Japanese leads the list. Next comes that from North China and Manchuria, which holds its own, if not actually increasing. Cardiff, though only used by men-of-war, and imported almost solely by the Admiralty, comes third. There have been increased shipments from Hongkong, but from Australia and India large decreases appear, while no Labuan coal was imported during the year.

I remarked last year upon the fact that, in spite of the large increase in coal imported, the shipments of bunker coal in the Colony had fallen off considerably. This year, the opposite occurred. There is a falling off in imports, but an increase of 22,140 tons, or 3.5 per cent. in the quantity of bunker coal shipped. But of the total amount of coal imported, little more than half is shipped as bunker coal, the remainder being re-exported.

**Kerosene Oil.**—Here enormous increases are reported: in bulk oil of 20,559 tons or 5.77 per cent., and in case oil of 13,989 tons or 38.4 per cent. while Liquid Fuel has increased by 5,039 tons, or 117.2 per cent. These increases appear to be due to competition between the Asiatic Petroleum Co. and the Standard Oil Co., whose businesses are largely increasing in the interior of China in consequence of their activity in opening up new distributing centres.

As last year, I add a few remarks about certain other items of import of which I have been able to collect information.

**Cotton and Cotton Yarn.**—Here is shown, again, a large increase, of 10,114 tons, or 15.7 per cent., added to the increase reported last year. This seems to be borne out by facts, though the increase was in yarn entirely, hardly any cotton having been imported (owing to the high prices ruling in India, and the Chinese product being exceptionally cheap and of good quality this year). The yarn market, though considerable fluctuations in price occurred during the year, was strong. The demand being great and prices generally favourable, large imports were made.

**Flour.**—Here our returns show the enormous falling off of 28,270 tons, or 44.9 per cent. This was due to the virtual cessation of the flour trade in the Colony during the first six months of the year, owing to high prices of American

flour, and the competition of the Shanghai mills, which shipped their products direct to Chinese ports, instead of to Hongkong, for distribution. Matters improved during the last six months, owing to the Shanghai mills being short of wheat, while such as they had was of poor quality. The result was a recrudescence of trade with Hongkong—on the part of Canton, Amoy, Foochow, &c., which ports had previously been served by Shanghai, and the import of American flour immediately recommenced, in unusually large quantities.

**Rice.**—There is a very considerable increase in this item of 183,062 tons, or 33.0 per cent., added to the decrease of 25 per cent. last year. This is undoubtedly due to the almost total failure of the Chinese first crops, owing to the continued drought in the spring and summer, and to the partial failure of the second crop in parts of Kwangtung. The demand for Saigon and Bangkok rice was consequently unusually large, and the supply was equal to the demand. However, during November shipments declined, because the local supply was sufficient for the needs of the districts. In December, shipments increased, owing to renewed demands from the interior.

The total reported imports during the year amounted to 4,298,194 tons as against 4,195,968 tons in 1909, an increase of 102,226 tons, or 2.4 per cent. Exports also show an increase of 23,000 tons, or 10.2 per cent. Transit cargo shows a decrease of 12,039 tons, or 0.3 per cent. These figures are not, however, reliable, there being no means of collecting accurate information in the absence of any Customs Staff.

#### Revenue and Expenditure.

The gross revenue collected by the Harbour Department during the year was \$494,234.84 as against \$401,864.82 collected in the previous year, showing an increase of \$92,370.02 or 7 per cent. —

	1909.	1910.
Light Dues, \$82,733.37	\$86,157.20	
Special Assessment...	90,937.07	95,810.33
Licences and Internal Revenue...	133,394.00	137,288.67
Fees of Court and Office...	155,523.38	174,811.83
Miscellaneous Receipts...	184.40	166.25
Total	\$461,864.82	\$494,234.84

The principal increase are under light dues, \$3,083.83; light dues, special assessment in respect of the Mongkoktsai typhoon refuge, \$5,473.16; junk licences, \$1,634.45; boat licences, \$1,327.05; fishing stake and net licences, \$573.60; Chinese passenger ship licences, \$375; emigration brokers' licences, \$200; steam-launch licences, \$189.75; pilots' licences, \$85; medical examination of emigrants, \$17,514.50; engagement and discharge of seamen, \$2,579.60; Sunday cargo working permits, \$1,275; registry fee, \$865; survey of steamships, \$398.17; and sale of printed forms, \$98.

There was falling off in revenue under the heading:—Court fines, \$2,079.63; fees for storage of explosives, \$3,007.70; and examination of masters, mates and engineers, \$345.

The expenditure of the Harbour Department for 1910 was \$160,035.89 as against \$109,679.84 expended in 1909.

**Emigration and Immigration.**—One hundred and eleven thousand and fifty-eight (111,058) emigrants left Hongkong for various places during the year 1910 (77,430 in 1909).

Of these, 79,851 were carried in British ships and 31,207 in foreign ships.

These figures show the large increase, compared with those for 1909, of 33,628 (or 43.4 per cent.), which is accounted for by the largely increased emigration to the Federated Malay States, to provide labour for the rubber plantations.

#### Registry of Shipping.

During the year, 19 ships were registered under the provisions of the Imperial Merchant Shipping Act, and six Certificates of Registry were cancelled. 152 documents, &c., were dealt with in connection with the Act, the fees on which amounted to \$1,458, as compared with \$693 in 1909.

### THE JAPANESE AND THE PACIFIC.

Speaking at a banquet in New York given in celebration of the ratification of the new treaty between the United States and Japan, Baron Uchida, the Japanese Ambassador, employed words which ought to put to shame the exclamations of short-sighted jingoos. The President sent a telegram roundly denouncing the authors of the "mischievous and malignant rumours so persistently circulated by enemies of both countries" and the Secretary of State, Mr. Knox, ridiculed the fears of those who lie awake nights frightened over the prospect of Japanese "control of the Pacific." The Ambassador pointed to the two flags that hung draped behind the toastmaster's chair and said:

Gentlemen, have you ever considered those two flags, the flags of our countries? Have you failed to note that the patriot fathers who designed them have made it forever impossible for us to fight?

There have been wars of the Cross and the Crescent, of the Red Rose and the White, but the Sun and the Stars have never quarrelled in their courses, neither shall be carried at the heads of hostile armies. It is unthinkable, impossible. They talk of rivalry, of the control of the Pacific; as if no ocean whose area is greater than that of all the continents combined could ever be controlled by any one Power. My people may be ambitious, but they have no ambition so great as that.

No, our ambition is not to see our flag "dominate the Pacific," but to see the firmament that arches over that ocean hung with the mingled splendours of our two banners—the star-spangled ensign of America, and the sun-flag of Japan—lit with mingled splendour and jewelled with stately radiance. Sooner shall the Day and the Night fly to arms to decide who should rule, than Son of Peace than the two great nations that dwell on its opposite shores fall out over the destinies assigned to each by Nature's laws.

There is one glory of the sun and another glory of the moon, and another star differeth from another star in glory, but there is room in the ample gulfs of the sky—there is room in the spacious purposes of history—for the glory of all.

"The spacious purposes of history"—how such a cosmic vision of events reduces to insignificance the selfish sordidings of shrunk-en-souled "patriots," who lie in wait to incite suspicion, spread misunderstanding, and stir up trouble!

#### One Support of Monarchy.

It is an interesting economic fact that a coronation ceremony is an important financial asset of any modern kingdom. Great Britain received this summer a good many millions sterling that would have been spent otherwise and elsewhere, or not dissipated at all, if they had had no king to crown. True, the rich and the curious would have been clad and fed and sheltered and conveyed from one place to another in the month of June if there had been no king in the world, but they would have indulged in less expensive raiment and food and functions and journeyings; and the cost of these brave trappings of the struggle for recognition in London is much more than would have been spent for a summer's sport of other sorts.

Thus one may get a glimpse of the financial value as well as of other sorts of value of gorgeous historic shows; and incidentally, tradesman and publicans, of high and low degree, as well as your lady and your gentleman of all climes and countries, very heartily approve of a mitigated monarchy. Modern republics have no talent for the gorgeous—"World's Work."

#### Notice to Ratepayers.

The following notification appears in the "Gazette":—

In accordance with the terms of the Rating Ordinance, No. 6 of 1901, owners and occupiers of tenements are reminded that rates for the third Quarter of 1911 are payable in advance on or before the 31st July, 1911. If any person shall fail to pay such rates on or before the 31st August, 1911, proceedings will be taken in the Supreme Court for their recovery, without further notice. No refund of rates on vacant tenements will be granted unless such rates have been paid during and within the month of July, unless application is made for such refund within fifteen days from the expiration of the quarter.

### POLICE COURT.

To Day.

Before Mr. F. A. Hazeland and Mr. J. R. Wood.

#### Deserved to be Hanged.

Sergeant Cockill, of the Water Police, charged a hawk with attempted larceny, on board the S.S. Denbighshire. It is alleged that the defendant went on board the steamer and eight fathoms of cable chain taking his fancy; he decided to take it away with him, the value being about \$30. His plans went wrong, however, for he was arrested by the sarang (Indian boatswain) just as he was on the point of leaving the ship and was promptly handed over into the custody of the Water Police.

Defendant appeared before Mr. J. R. Wood this morning and was defended by Mr. J. H. Gardiner. The defence was that defendant went on board to sell postcards. He offered the cards to the sarang, who wanted to purchase ten for the sum of 20 cents. Defendant refused, whereupon the sarang tried to assault him and he retaliated. About six Indians then surrounded him and snatched his postcards and also took \$1 from his pocket.

His Worship (To defendant)—The Indians say that you throw the chain over the side of the ship.

Defendant—I did not. If I did I deserve to be hanged (At this point defendant accompanied his statement with an impressive gesture). If I stole it I could not have carried it.

His Worship—Who throw the opium to you a few minutes ago?

Defendant—I saw it thrown near me but it was not for me. I was listening to your Worship. The case was remanded till Monday morning.

#### Dealing in Lottery Tickets.

Detective-Sergeant Timothy Murphy proceeded against an unemployed Chinese for dealing in San Yiu lottery tickets. The case was remanded.

### MESSAGES TO THE KING.

#### A Hint to—

In the "Government Gazette," the following official notification is published over the signature of the Right Hon. Lewis Harcourt, Secretary of State for the Colonies:—

It is a fixed rule that His Majesty cannot accept any composition which is in manuscript, and in any case in which you may be asked to forward such a composition to His Majesty you should return it to the sender with an intimation that you are unable to comply with his request, in view of the standing rules on this subject.

It is not the custom of the King to accept the dedication of any work unless it is composed by a person, who is known to His Majesty or of recognised standing in the literary world, and you should reply accordingly to any application for permission to dedicate a work to His Majesty.

### MESSRS. GEORGE FENWICK AND CO., LTD.

An extraordinary general meeting of Messrs. George Fenwick and Co., Ltd., was held in the Hongkong Hotel this morning.

Mr. G. K. Huxton occupied the chair and there were also present Messrs. J. Rodger, T. Pearce, J. McCurquodale and J. D. Kinnaid.

The Chairman proposed the "George Fenwick and Co., Ltd., be wound up voluntarily." This was seconded by Mr. Rodger and carried.

The next resolution was proposed by the Chairman and read:—"That the partners in the firm of Messrs. Percy Smith, Seth Fleming, of Hongkong, be appointed liquidators, with power for any one of them to exercise any of the powers of such liquidators."

Mr. Kinnaid seconded. The Chairman—Gentlemen, that is all the business; I thank you for your attendance.

Arrivals from Bangkok are still subject to quarantine at the discretion of the health officer, the Siamese port having been declared here as infected with cholera.



## REUTERS' TELEGRAMS.

## AVIATION COMPETITORS.

## REACH PARIS.

[SERVICE TO THE "TELEGRAPH"]

London, July 7, 11.40 p.m.  
Beaumont, alias Naval Lieutenant Connau, was the winner of the whole Europe Circuit Aviation Race.  
Six aviators reached Paris, out of the nine who started in the final cross-channel flight.

## FRENCH PRESIDENT.

## RETURNS TO FRANCE.

[SERVICE TO THE "TELEGRAPH"]

London, July 7, 11.40 p.m.  
President Fallières, who has been on an official visit to Holland, has returned to France.

## COLONIAL PREMIERS.

## GET FREEDOM OF EDINBURGH.

[SERVICE TO THE "TELEGRAPH"]

London, July 7, 12.10 a.m.  
Hon. Andrew Fisher (Premier of Australia) and Hon. Sir Edward Morris (Premier of Newfoundland) were presented with the Freedom of the City of Edinburgh, on which occasion both made speeches eulogising the results of the Imperial Conference.

Mr. Fisher said that the late Conference had done more than previous Conferences to further the vital interests of the Empire. Sir Edward Morris remarked that, now that the Colonies had been admitted to full partnership, they would assume full responsibility as regards contributions towards the State.

## HOME CRICKET.

## NORTH HANTS V. INDIANS.

[SERVICE TO THE "TELEGRAPH"]

London, July 7, 12.40 a.m.  
North Hants defeated the Indian XI. by six wickets.

## LAWN TENNIS.

## CHAMPIONSHIP GAMES.

[SERVICE TO THE "TELEGRAPH"]

London, July 7, 12.10 a.m.  
In the Lawn Tennis Championship meeting at Wimbledon, the Ladies' Singles was won by Mrs. Lambert Chambers, the present holder, who beat Miss Boothby by 6-0, 6-0.

In the final match for the Open Doubles, the Frenchmen Gobert and Decrombault beat Wilding and Ritchie, the present holders.

## ARBITRATION TREATY.

## U.S. AND BRITAIN.

[SERVICE TO THE "TELEGRAPH"]

London, July 7, 9 a.m.  
From Washington it is reported that the Hon. James Bryce, British Ambassador to the United States, and Mr. P. C. Knox, Secretary of State, have signed the first schedule of the Anglo-American Arbitration Treaty, dealing with pecuniary claims between the United States and Great Britain.

The terms of their submission to arbitration under special agreement, to be signed in August, will aggregate several million dollars, some of the claims going back till before 1812.

It is understood that these claims will be arbitrated by a commission of representatives from the United States and Great Britain, with a disinterested umpire.

## TRADE OF BRITAIN.

## DECREASE IN IMPORTS.

[SERVICE TO THE "TELEGRAPH"]

London, July 8, 7.15 a.m.  
The trade returns just published show that the value of imports into Great Britain was £51,105,880, being a decrease of £3,523,928 as compared with last year.

Exports amounted to £36,113,150, being an increase of £1,313,400, of which cotton represented £249,717.

It is pointed out that June included both the Coronation and the Whitsun holidays.

## HONGKONG GYMKHANA CLUB.

## Third Meeting.

Patrons.—His Excellency Sir F. J. D. Lugard, G.C.M.G., O.B., D.S.O.; His Excellency Vice-Admiral Sir A. L. Winslow, R.N., K.C.B., O.V.O., C.M.G.; His Excellency Maj.-Genl. C. A. Anderson, O.B., Commodore J. C. Eyres, R.N.

Committee.—The Stewards of the Hongkong Jockey Club, (ex officio), Messrs. H. P. White, H. J. Gedgo, C. H. Ross, C. G. Mackie, G. K. Hall Brutton, Capt. Agg, K.O.Y.L.I.

Judge.—H. E. Major-General Anderson.

Handicappers.—C. G. Mackie and Capt. Hughes.

Clerk of the Scales.—Capt. Agg.

First Starter.—Mr. H. J. Gedgo.

Second Starter.—Mr. C. G. Mackie.

Time Keeper.—Mr. M. S. Sassoon.

Hon. Sec. and Treasurer.—Mr. R. F. C. Master.

"Riding Boy's" anticipations have been realised. The third meeting of the Gymkhana, which was brought off at the Happy Valley this afternoon, was favoured with splendid weather. If the sun was a trifle too hot to make it entirely comfortable for the riders, it did not prevent the spectators from turning up in their usual numbers. The gathering within the Jockey Club enclosure was quite up to the average, and the fair element with their light-tinted summer toilettes lent charm to the occasion.

From a strictly sporting point of view, the Committee of the Gymkhana Club are to be complimented upon the excellence of the programme they had got up and the large number of entries secured. Never, within our recollection, has there been such a big nomination for the Gymkhana Stakes as there was this afternoon. There were no less than thirteen entries, representing twelve stables, Mr. M. H. Logan being the only owner to take two nominations. Nor did quality suffer because of quantity. As a matter of fact up to the last gallop on Thursday morning, the race was considered to be an entirely open one. Quite as many as four fast racers were thought to claim equal chances for a win. Added zest was given by the fact that Morry Scott and Favonius with their Shanghai reputation were to contest honours with the redoubtable Arcadian Chief and the fast stayer Lachine who had the benefit of Mr. David's skilful jockeyship this afternoon.

Throughout the training Mr. G. W. Gegg was riding Lachine and Mr. David his own pony Caprice. It was only at the eleventh hour that a change of jockeys was decided upon this morning, when Mr. Gegg was given Messrs. Hughes and Jervois' pony while Mr. David was assigned to Mr. H. P. White's Lachine.

For the opening event of the meeting eight ponies faced the starter. Backers at the pari-mutuel fairly evenly distributed their patronage between the favourites, Favonius won after a good race and the dividend he secured for his backers was \$14.00.

The Band of the King's Own Yorkshire Light Infantry under Bandmaster F. G. Moss, was in attendance and the excellent music they rendered was greatly enjoyed.

Details of the first two events are appended. The Tent-Pegging Competition was in progress as we went to press:

Gymkhana Stakes.—Value \$100. Distance one mile. For all China ponies.

Messrs. Hughes and Jervois' Favonius, 151 lbs (Gegg) 1  
Mr. Hickman's Kerry, 140 lbs (Hickman) 2  
Mr. H. P. White's Lachine, 151 lbs (David) 3  
Mr. Duddell's Dorando II, 151 lbs (Brutton) 0  
Mr. Ellis Kadoorie's Arcadian Chief, 149 lbs (Seth) 0  
Mr. M. H. Logan's Morry Scott, 140 lbs (Master) 0  
Surgeon W. H. Hastings' Oil King, 151 lbs (Owner) 0

First past the post, Favonius led, followed by Oil King and Lachine, Kerry being last. The leader went to the front at the Bowring Gate and Dorando II got into third place. Racing up the incline, the ponies were in a bunch. Favonius led past the

rock. Kerry gradually reduced the distance from the leader. The race home round the village bend was an exciting one between Lachine, Favonius and Kerry. Kerry was at the rails and led slightly from Favonius. Gegg's mount beat Kerry, passing the post half a length ahead of him. Lachine was third.

Time: 2.12.  
Winner: \$14.00.  
Cash Sweep:—  
Ticket No. 22 1st, \$108.45  
" 26 2nd, \$50.70  
" 31 3rd, \$23.35  
" B Class" of Once Round Flat Race Handicap. For all China ponies.  
Mr. C. Jay's Trowint, 160 lbs (Master) 1  
Mr. Ellis Kadoorie's Matchless Chief, 153 lbs (Gegg) 2  
Mr. H. P. White's Trulee, 155 lbs (David) 3  
Mr. Velox's Greyback, 155 lbs (Asger) 0  
Mr. M. W. Bishop's Bantam, 153 lbs (Bishop) 0  
Mr. Evelyn's Mustard, 147 lbs (Major W. M. Withycombe's Aliquid, 138 lbs (Withycombe) 0  
Mr. A. U. Collis Browne's Kongsi 150 lbs. (Owner) 0  
Mr. C. J. Aston's James 140 lbs. (Hickman) 0  
Nine ponies started. Matchless Chief settled down in front of Trowint followed by Trulee, the rest of the field in procession order. Matchless Chief led all the way to the village with Trowint second and Trulee third. Trowint successfully challenged Matchless Chief in the home straight, and the latter had to surrender his leadership and was again beaten at the post by Trowint who won an exciting race. Trulee was third.  
Time: 2.03 2/5  
Winner: \$19.70

## CORONATION HONOURS.

## A Lengthy Roll.

The following is a list of the Coronation honours:—  
To be Earls.—Baron Loreburn, Baron Brassey and Baron Curzon of Kedleston.

The Earl of Rosbery to be styled Earl of Midlothian.  
To be Viscounts.—The Rt. Hon. A. Akers Douglas, Baron Elibank, Baron Knollys and Baron Allendale.

To be Barons.—(All of the United Kingdom):—Godfrey Benson Hampshill, County Gentleman. A prominent Liberal. Viscount Mountgarret, Sir Arthur Bigge, Sir William Lewis, Sir James Mackay, Sir Charles McLaren, Sir A. Acland Hood, Mr. Cameron Corbett, M.P., Mr. Thomas Ashton, M.P.

To be Privy Counsellors:—The Lord Mayor of London, Sir Frederick Pollock, Sir John Rhye, Mr. Frederick Hugh Jackson, Sir William Anson, M.P., Sir Rufus Isaacs, M.P., Mr. McKinnon Wood, M.P., Dr. Macnamara, M.P., Mr. J. H. Whitely, M.P., Mr. Charles Fenwick, M.P., Mr. John William Wilson, M.P., Mr. A. Bonar Law, M.P., Mr. William Hayes Fisher, M.P., Mr. Laurence Hardy, M.P., Mr. F. E. Smith, M.P., Mr. Andrew Fisher, Commonwealth Premier, Sir E. P. Morris, Premier of Newfoundland, Baron Kinnear and Baron Islington.

The Prime Minister's list includes the following Baronets:—Sir Joseph Ward, Premier of New Zealand, H. T. Butler, F.R.C.S., W. H. Lever, William Osler, M.B., Sir Boynton Redwood, Edward Beauchamp, M.P., Sir J. H. Sestell, M.P., Major E. F. Coates, M.P., A. A. Hanorh, M.P., J. B. Lonsdale, M.P., A. B. Markham, M.P., George Younger, M.P. The remaining Baronets have been mainly conferred upon the Members of the Medical and Commercial Professions.

There are fifty-five Knights-hoods, including the following:—Mr. George Alexander, the actor, F. H. Cowen, Composer, Frank Short, A.R.A., Ernest George A.R.A., Professor Walter Raleigh, W. R. B. Atkins, M.P., Colonel A. Griffith Boscowden, M.P., W. P. Soles, M.P., E. H. Carille, M.P., Harold Elveston, M.P., G. O. Marks, M.P., J. W. Spear, M.P., George Toulmin, M.P., Colonel Lonsdale Hale, Doctor Sandys, Cambridge University.

To be G.O.B.—H. H. the Duke of Teck, Prince Alexander of Teck, Sir Courtney Ilbert, Lord Macnaughten, Sir Kenneth Muir Mackenzie, Sir Charles Thomas, Sir W. E. Goschen, British Ambassador in Berlin.

To be K.C.B.—Sir William Mathews, the Hon. Charles Parsons, Major Ronald Ross, F. A. Hirtzel, Secretary Police Department, India Office. Lieut.-General Hunter, Governor of Gibraltar. General Rundle, Governor of Malta. Lieut.-General Sir Duff Beauchamp Duff, Military Secretary to the India Office. General Sir Edward Stedman.

To be C. M. G.—Ronald Lyons Mitchell, Commissioner of Cyprus.

A. C. Hollis, Secretary for Native Affairs, East Africa.

George Smith, Colonial Secretary, Mauritius. H. W. Brodhurst, Government Agent, Western Province, Ceylon.

To be K.C.M.G.—Mr. H. W. Just.

To be C.B.—F. H. Lucas, Principal Secretary of State for India.

To be Honorary K.C.M.G.—The Sultan of Kedah and the Sultan of Trengganu.

To be Honorary Surgeon General.—Sir F. W. Borden, Canadian Defence.

To be C.V.O.—Sir Rufus Isaacs, Sir J. A. Simon.

The Coronation Honours include three columns of Knights, Companionships and Companionships of the Bath. Among the former are:—Major-General Lord Kerr, Colonel of the 10th Hussars, General George Beville, General Horace Evans, Lieutenant-General John Eccles Nixon, Lieutenant-General Charles H. Des Vaux, Lieutenant-General Alfred Pearson, Major-General Alfred William Bayly, John George Ramsay, John Wood, Henry Hawkes, Surgeon-General Adam Scott Reid.

C.B.s include:—Surgeon-General J. G. MacNeave, Colonel Kenneth Loan, George Cookson, Henry Keary, Charles Mellis, Hugh O'Donnell, Ernest Rodwell, William Bunbury, Philip

## Carnegie, James Turner, Edmund Burton, Herbert James, St. George Steele, John Tanner, Charles Rutherford, George Westropp, Ernest Macdonagh, Michael Tighe, James Stewart, Robert MacLagan, Charles Wills, Walter Braithwaite, William Barratt, George Hodson, and Thomas Grainger.

The Earl of Rosbery, it is stated, will not change his title.

## TEACHER'S ACTION.

## Case Struck Out.

An action was mentioned in the Supreme Court this morning before Mr. Justice Gompertz, in which Thomas O'Kane was the plaintiff and the Anglo-Chinese Education Trust Co., Ltd., defendants.

The plaintiff claimed "\$400.80 being as to \$50.80 thereof for arrears of salary as from the 22nd October to the 30th October 1910, and as to \$350 thereof for two months' salary in lieu of proper notice of termination of the engagement of plaintiff as teacher of the defendant Company."

The case had been in Court many times.

Mr. Otto Kong Sing appeared for defendant. Plaintiff did not answer.

Mr. Otto King Sing:—I appear for the defendant Company in this action, my Lord. I ask your Lordship to strike this out with costs.

The case was struck out.

## ARMED ROBBERY IN A TEMPLE.

It has been reported to the Police that on the 6th of July, at about midnight, six men entered the Ching San temple, in Ping-shan District, and after terrifying the inmates with threats of violence, made away with booty to the total value of about \$150, consisting of \$29 in money, a clock, gold and silver rings, and several pieces of clothing. The robbers were armed with knives and choppers. Of those responsible for the outrage, the descriptions of three have been obtained by the Police. The remaining three cannot be identified.

There will be no performance of the Hippodrome Circus tomorrow, Sunday, but on Monday there will be a complete change of programme.

Another Burglary.—Thieves broke into the Petty Officers' quarters at the Naval Yard yesterday and stole \$29 in money.

Coal Report.—Messrs. Hughes and Hough in their coal report issued to-day state that small retail business only is reported since the issue of their last circular, owing to the unrest at Canton.

Notice to Mariners.—Mr. Arnold Holson, acting Harbour Master at Canton, gives notice to mariners that the structure on which the green light on High Island stands has been changed from a wooden trestle to an iron pillar painted white.

Jumped the Wrong Way.—A native woman who was travelling in a tram-car on arriving at her destination in Des Vaux Road West alighted from the car the wrong way. She was violently hurled on to the roadway and sustained various injuries. The victim of the accident was later removed to the Government Civil Hospital for treatment.

Lo Pan Festival.—To-day is the anniversary of the birth of the Great Lo Pan, who was the chief instructor of carpenters, masons and stone cutters, and in consequence the workers in these branches did not go to work to-day. Nearly all the shops are lined with lanterns to celebrate the occasion, and at 4 o'clock there will be a big feast at the Hung Fa hotel, to which about five or six hundred men, in these professions, will attend.

Hongkong Bills.—H. E. the Governor has given his assent on behalf of H. M. the King to the Ordinance to amend the Larceny Amendment Ordinance, 1909. The King has not been advised to exercise his power of disallowance with respect to the following Ordinances:—Ordinance No. 13 of 1911, entitled an Ordinance to correct certain references to previous Ordinances contained in the Ordinances passed in the years 1902 and 1903, and Ordinance No. 14 of 1911, entitled an Ordinance to further amend the Summary Offences Ordinance, 1845.

## YOU

CAN ALWAYS GET THE BEST QUALITY

## LOCAL

BEEF AND MUTTON

AND

AUSTRALIAN

FROZEN MUTTON, LAMB,

RABBITS, HARES

FROM

THE DAIRY FARM CO., LIMITED,

BUTCHER'S DEPARTMENT.

PRICE LIST ON APPLICATION.



The Peninsular & Oriental Steam Navigation Company.

STEAM FOR STRAITS, GY-LON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

## THE Steamship

"ASSAYE"  
Captain G. W. Cockburn, R.N., carrying His Majesty's Mail, will be despatched from this for Bombay, &c., on SATURDAY, the 22nd July, 1911, at Noon, taking passengers and cargo in connection with the Company's s.s. "India," 7,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by the s.s. "Persia," due in London on the 2nd September, 1911.

Passes will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 8th July 1911.

## Regular Steamship Service to New York.

via PORTS AND SUEZ CANAL (With Liberty to Call at Malabar Coast).

"FOR NEW YORK:"  
S.S. "SUKUGA" (Sailing on or about 14th July).

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 8th July 1911.

## P. PUAR "ASAHI" BEER



Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints.  
Hongkong, 7th April, 1911.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamers

"ASSAYE," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being loaded and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo: From London, &c., ex s.s. "Moldavia," From Australia ex s.s. "Mooltan," From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 12th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Gossard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 6th July, 1911.

## QUEEN ANNE

was reigning over England 200 years ago when Martell's

Brandy was first put on the Market.

Martell's Brandy is the most popular Brandy

on the Market now, and is used by Hospitals and Clubs in

preference to other Brands.

## SOLE AGENTS—

H. PRICE & CO., LTD.

12, Queen's Road Central,

HONGKONG.

Contractors to the Naval, Military and Civil Hospitals.

Hongkong, 20th June, 1911.



## Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

## "EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER. 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec, &c. (Subject to alteration.) Connecting with Royal Mail Atlantic Steamers.

From Hongkong. From Quebec.  
"EMPRESS OF JAPAN".....Sat., July 22. "ALLAN LINE".....Fri., Aug. 18.  
"EMPRESS OF CHINA".....Sat., Aug. 12. "EMPRESS OF BRITAIN".....Fri., Sept. 8.  
"EMPRESS OF INDIA".....Sat., Sept. 2. "ALLAN LINE".....Fri., Sept. 29.  
"MONTAGUE".....Thurs., Oct. 12. "EMPRESS OF IRELAND".....Fri., Oct. 20.  
"EMPRESS OF JAPAN".....Sat., Sept. 23. "EMPRESS OF IRELAND".....Fri., Oct. 20.  
"EMPRESS OF CHINA".....Sat., Oct. 14. "ALLAN LINE".....Fri., Nov. 10.

"Empress" Steamers will depart from Hongkong at 6 p.m. 12 noon.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamers as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,000 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States, and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....\$71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and their families. Full particulars of application from Agents.

Through Passengers are allowed stop over privileges at the various points of interest en route.

R.M.S. "MONTAGUE" carries only "One Class" of Saloon Passengers (earned Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port.....\$43. Via New York.....\$45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. ORRIDGE, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM  
NAVIGATION CO., LD.

(PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For Steamship On  
TIENTSIN & SWATOW. CHONGSHING\*.....Sunday, 9th July, D'light.  
THINGTAU & C'POO.  
SHANGHAI.....CHOYBANG\*.....Thursday, 18th July, Noon.  
SHANGHAI, KOBÉ, & KUTSANG\*.....Friday, 14th July, Noon.  
MOJI  
SINGAPORE, PENANG, NAMSANG\*.....Saturday, 15th July, Noon.  
& CALUTTA.....  
MANILA.....LOONGSANG\*.....Saturday, 15th July, 2 p.m.  
SANDAKAN.....MAUSANG\*.....Saturday, 20th July, Noon.

RETURN TOURS TO JAPAN, (Occupying 24 days).  
The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

\* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chifoo, Tientsin & Newchwang.

† Taking Cargo on Through Bills of Lading to Khat, Lahad Data, Elmporna, Taiwan, Usukan, Jesselton & Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD. Telephone No. 215. General Managers. Hongkong, 6th July, 1911. [8]

## BANK LINE, LTD.

REGULAR SERVICE FROM HONGKONG FOR  
VANCOUVER, SEATTLE and PORTLAND (Or.) via  
SHANGHAI and JAPANESE PORTS.

Steamer	Tons D W	Captain	On or about
"ORTERIO".....	11,000	Jas. Findlay	July 27th.
"BUVERIO".....	11,000	F. Cowley	August 22nd.
"KUMERIO".....	11,000	G. McGill	September 26th.

To be followed by other steamers of the Company at regular intervals.

The Steamers of the Bank Line, Ltd., carry cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the chief ports in Mexico, and Central and South America. Will call at Amoy and Keelung if sufficient inducement offers.

These steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

For Rates of Freight or Passage apply to—

THE BANK LINE, LIMITED, KING'S BUILDING, Praya Central.

Telephone No. 780. Hongkong, 6th July, 1911. [805]

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between  
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tibodas	SHANGHAI	1st half July	JAVA	1st half July
Titaroem	JAPAN	1st half July	SHANGHAI	1st half July
Tiliwoem	JAPAN	2nd half July	JAVA	2nd half July
Tilahi	JAPAN	2nd half July	SHANGHAI	2nd half July
Tilpanas	JAPAN	2nd half July	JAVA	2nd half July
Tilini	JAPAN	1st half Aug.	JAPAN	1st half Aug.
Tilalajap	JAVA	1st half Aug.	SHANGHAI	1st half Aug.

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN, York Buildings. Telephone No. 375. Hongkong, 6th July, 1911. [974]

## Shipping—Steamers

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

DESTINATIONS.	STEAMERS.	SAILING DATES, 1911
MARSEILLES, LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.....	HITACHI MARU, Capt. T. Yamawaki, Tons 7,000 MIYASAKI MARU, Capt. T. Murai, T. 7,000 KITANO MARU, Capt. F. E. Cope, Tons 9,000	SUNDAY, 9th July, at Daylight. WEDNESDAY, 10th July, at Daylight. WEDNESDAY, 22nd Aug., at D'light.

VICTORIA, B.C., & SEATTLE.....	KAMAKURA MARU, Capt. B. Kon, Tons 7,000	SATURDAY, 15th July, from KOBE
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VICTORIA, B.C., & SEATTLE via KANAKO, SHANGHAI, MOJI, KOBÉ, YOKOHAMA, SHIMIZU & YOKOHAMA.....	TAMBA MARU, Capt. K. Noda, Tons 7,000 AWA MARU, Capt. Irizawa, Tons 7,000	TUESDAY, 18th July, at 4 P.M. TUESDAY, 15th Aug., at 4 P.M.
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SYDNEY & MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE and BRISBANE.....	KUMANO MARU, Capt. M. Winckler, Tons 7,000	FRIDAY, 4th Aug., at Noon.
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SHANGHAI, MOJI & KOBÉ.....	TOSA MARU, Capt. Tozawa, Tons 6,000	WEDNESDAY, 19th July.
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KOBÉ & YOKO.....	HIRANO MARU, Capt. H. Finner, Tons 9,000	THURSDAY, 20th July, at 11 A.M.
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KOBÉ and YOKO.....	YAWATA MARU, Capt. T. Sekine, T. 5,000	TUESDAY, 1st August, at Noon.
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BOMBAY via SINGAPORE & COLOMBO.....	BOMBAY MARU, Capt. J. Tomanska, Tons 5,000	TUESDAY, 11th July.
-------------------------------------	--	---------------------

† Fitted with new system of wireless telegraphy. † Cargo only.

\* Carries deck passengers. † Calling at Djibouti.

## CHEAPEST SUMMER RATES

Between

## HONGKONG and JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

Special Excursion Tickets (1st & 2nd class) available for 3 months.

	YOKOHAMA	KOBÉ	MOJI	NAGASAKI
RETURN.	RETURN.	RETURN.	RETURN.	RETURN.
1st Class .....	\$120	\$110	\$100	\$90.
2nd .....	\$ 80	\$ 70	\$ 60	\$50

With option of rail between steamers calling ports in Japan.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern and Northern Pacific Railways and Atlantic Steamers. Round-the-World Tickets also issued.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO, Manager. [5]

CHINA NAVIGATION  
CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	To Sail.
SHANGHAI.....	"CHENAN".....	8th July, M'night.
WEIHAIWEI, CHEFOO & TIENTSIN.....	"HUICHOW".....	9th " D'light.
HAIPHONG.....	"SINGAN".....	9th " 9 A.M.
MANILA, CEBU & ILOILO.....	"KAIFONG".....	11th " 4 P.M.
SHANGHAI.....	"LINAN".....	13th " 4 P.M.
SHANGHAI.....	"CHINHUA".....	15th " M'night.
WEIHAIWEI & TIENTSIN.....	"KUEICHOW".....	18th " 4 P.M.
MANILA, CEBU & ILOILO.....	"TAMING".....	18th " 4 P.M.

DIRECT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

† AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A Duty qualified Doctor in carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

† MANILA LINE—Twin Screw Steamers "Toan" and "Taming" saloon accommodation; electric fans fitted; extra state-rooms on deck, etc. saloon accommodation of "s.s." "Kaifong" is situated on deck, aft.

† SHANGHAI LINE—FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Ohenan, Linan, Chinkua)—with excellent passenger accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at ten o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage apply to

BUTTERFIELD & SWIRE. Telephone No. 36. Hongkong, 6th July, 1911. [3]

## Shipping—Steamers

## HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH  
Deutsche Dampfschiffahrts Gesellschaft "HANSA."

EAST ASIATIC SERVICE,  
Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,

to  
Marseilles, Havre, Bremen and Hamburg and to New York.

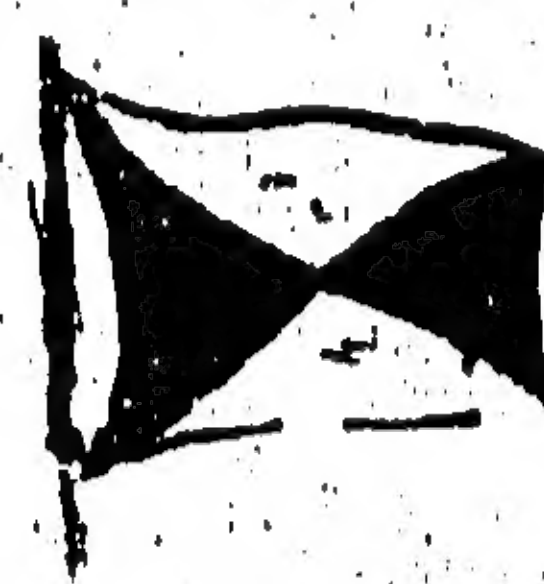
Taking cargo at Through rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

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Hongkong, 1st July, 1911.

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## COMMERCIAL.

## WEEKLY SHARE REPORT.

Messrs. E. S. Knaboorie in their weekly share report dated Hongkong, July 7, say:—Since the date of our last report business has continued fairly active, slightly more confidence being exhibited as time goes on. The market all round may be said to have a distinctly improving tendency.

Rubber.—The quotation for Fine Hard Para remains unaltered at last week's rate, namely 4s. 2. The London market is still sagging away and buying quotations are few and far between.

Banks.—Hongkong and Shanghai Banks are in fairly strong demand at \$885, the London quotation coming through unchanged at £87 10s. National Banks (in liquidation) are quoted \$80.

Marine Insurance.—Unions, after a small business at \$805, are now wanted and shares are scarce at this figure. Canton has advanced steadily from \$183 to \$192.1-2, business done. North China, after transactions at Tls. 158, and Tls. 160, have been dealt in at Tls. 165, closing in demand at the latter rate.

Fire Insurance.—Hongkong Fires are steady at \$335 without inducing sellers and China Fires are quoted nominal at \$119, after being consistently in demand all the week at this figure.

Shipping.—Hongkong, Canton and Macao Steamboats have been a steady but dull market until to-day, when buyers have again appeared at \$30.3-4. Indos have been a somewhat erratic market at prices ranging from \$64 to \$67, at which rate a fair number of shares have changed hands. A cable has been received from London to the following effect:—"The annual general meeting of Shareholders in the Indo-China Steam Navigation Co., Ltd., will take place on the 15th instant—£20,000 has been transferred from the underwriting account, which will then stand at £114,200 and £3,000 has been written off the expenses of the debenture issue. After providing for the usual depreciation and the interim dividend paid in November last, there remains a balance of £27,998, out of which the Board of Directors recommend the payment to the holders of preferred ordinary shares of 3 per cent., being balance of the dividend for 1908, and 6 per cent. being the dividend for 1909, leaving the dividend for 1910 still in arrear. A balance of £5,683 is carried forward." China and Manila remain in request at \$10.1-2 and (Old) Star Ferries at \$26 and (New) at \$16 are also wanted. Shells have steadily declined during the week and are now quoted 83/- in London.

Raffineries.—China Sugars are somewhat stronger with buyers at \$82. Luzons have been dealt in to a fair extent at \$22, at which price more shares could probably be placed.

Mining.—Raubers seek buyers at \$2 with no business to report and Chinese Engineering and Minings, after being in demand at Tls. 13, are now quiet at the rate. Tronoh Mines are quoted 90s. ex dividend and bonus of 5s. recently declared. In Shanghai Langkats have been quieter, the closing rate last advised being Tls. 98.

Docks, Wharves and Godowns.—Hongkong and Kowloon Wharves have been done at \$50, but there are sellers at this figure. Hongkong and Whampoa Docks are wanted at \$55 without inducing sellers. In Shanghai Hongkong Wharves at Tls. 82.1-2 and Shanghai Docks are quoted Tls. 57.1-2 ex dividend.

Land, Hotels and Buildings.—Hongkong Lands are a dull market at \$95. Kowloon Lands at \$25 and West Points at \$47 are rather quieter. Hongkong Hotels are unaltered at \$120 for the Old, and \$75 for the New.

Cotton Mills.—Hongkong Cottons are out of favour at \$5.1-2. Miscellaneous.—A fair business has taken place in Green Island Cement at prices ranging from \$3.15 to \$3.40, closing with buyers at the latter rate. China Providents at \$7.10, Humphreys Estates at \$8.1-2, Ropes at \$18.1-2 and Daily Turns at \$21.1-2 are all enquired for. Hongkong Electric at \$21.1-2 are quiet. Hongkong Ice, after business at \$175, are strong at the rate with no shares available under \$180. China Borneo are wanted at \$9.1-4 and William Powells at \$2.10 without inducing sellers.



## THE NEW SHIPPING CONVENTIONS.

The following is a continuation of that part of the article published in last Saturday's issue, commencing "2."

Article 3. If the collision is caused by the fault of one of the vessels, liability to make good the damages attaches to the one which has committed the fault.

Article 4. If two or more vessels are in fault the liability of each vessel is in proportion to the degree of the faults respectively committed. Provided that if, having regard to the circumstances, it is not possible to establish the degree of the respective faults, or if it appears that the faults are equal, the liability is apportioned equally.

The damages caused, either to the vessels or to their cargoes or to the effects or other property of the crews, passengers, or other persons on board, are borne by the vessels in fault in the above proportions, and even to third parties, a vessel is not liable for more than such proportion of such damages.

In respect of damages caused by death or personal injuries, the vessels in fault are jointly as well as severally liable to third parties, without prejudice, however, to the right of the vessel which has paid a larger part than that which, in accordance with the provisions of the first paragraph of this article, she ought ultimately to bear, to obtain a contribution from the other vessel or vessels in fault.

It is left to the law of each country to determine, as regards such right to obtain contribution, the meaning and effect of any contract or provision of law which limits the liability of the owners of a vessel towards persons on board.

Article 4 for the New Convention provides that "If two or more vessels are in fault the liability of each vessel is in proportion to the degree of faults respectively committed" unless it is impossible to establish the respective degrees of fault, or if it appears that the faults are equal, in which case the liability is to be apportioned equally.

The article further provides that the damages caused either to the vessels, or to their cargoes, or to the effects or other property of the persons on board, are to be borne by the vessels in fault in the above proportions, "and even to third parties a vessel is not to be liable for more than such proportions."

The law, therefore, will be very materially altered by this new Article 4, and the common law rule that any person suffering damage by reason of the act or negligence of two or more joint wrong-doers can recover the whole of such damage from any one of them, will no longer be applicable to most cases in which such damages (other than personal injury) are occasioned by a collision between ships. Only a proportion can be recovered from either, or any one, of those ships, or her owners, and such proportion will be limited to the amount which the Court may find to be due to the degree of fault committed by the ship claimed against.

Some difficulty may perhaps hereafter arise where the owners of two ships in collision have agreed between themselves as to the degrees of fault of their respective ships, without leaving the question to be decided by the Court, with the aid of Nautical Assessors. In such a case, where the owners of one ship have agreed that her degree of fault was two-thirds of the whole, they could not dispute their liability to pay two-thirds of the damages sustained by the owners of cargo in either ship, but it is submitted that, on the authority of the case of "The Karo" (13 P.D. 24), the cargo owners themselves would not be bound by any such agreement, and could insist upon an issue being tried as to the degree of fault of the respective ships, and the consequent proportionate liability of each.

With regard to damages caused by death, or personal injuries, resulting from a collision, the law in this respect is not so materially altered so far as regards the rights of the persons

claiming. These persons will possess precisely the same rights as they have hitherto possessed to recover the whole amount from either of the ships in fault. But, where one ship has paid the whole, it is expressly provided by this Article 4, that she shall be entitled to obtain a contribution from the other vessel or vessels in fault, in accordance with the provisions of the first part of the article. That is to say, if damages for death or personal injury are recovered from a ship whose degree of fault for the collision is held to be one-third only of the whole, she can recover two-thirds of the damages she has paid from the other vessel or vessels in fault. But, under the provisions of paragraph 2 of Article 7 of the new Convention, the right of action to recover such contribution is limited to a period of one year from the date of the payment of damages.

The Admiralty Rule as to division of loss has been held not to apply to actions under Lord Campbell's Act—actions brought by the representative of a deceased person for damages caused by his death—(The *Bernina* 13 A.C. 1). And it is a question which has never been definitely decided by high authorities whether, if, when the whole of such damages have been recovered from one of two ships in fault, her owners could get contribution from the other ship. It is submitted that the case of *The Frankland* (1901 P. 161) is an authority to the effect that she could recover such contribution; although the dictum of Lord Gorell in the case of *The Circe* (1906 P. at p. 13) is opposed to the contention. But whatever may be the actual law at present in this respect, there will be no difficulty in recovering such contribution when the new law comes into force.

In this connection it may be useful to mention the fact that it is not in every case where death has occurred in consequence of a collision for which both ships are to blame, that damages can be recovered under Lord Campbell's Act. That Act does not apply to foreigners, in a foreign ship, outside British jurisdiction at the time of the collision. (*Hashimoto v. Brand H.K. L.R.* Vol. II p. 1)

The new Rule as to division of loss, although it may create considerable difficulty in the majority of cases, in finding the respective degrees of fault, would certainly appear to be far more equitable than the present rule. Take the case of two ships colliding in a fog, one of which is obviously in fault for proceeding at a high rate of speed, and never sounding her fog signals, and the other of which, though she has acted correctly in every other respect, might have averted the collision had she stopped and reversed a few seconds earlier than she did, and is consequently held to be partly to blame. It is manifestly unfair that the latter vessel should be made liable to pay half the damages suffered by the former, when her degree of fault has not been one-tenth as great as that of the other ship.

Article 5. The liability imposed by the preceding articles attaches in cases where the collision is caused by the fault of a pilot, even when the pilot is carried by compulsion of law.

A further important alteration of the existing law is that which will be made by Article 5 of the Convention, whereby it is provided that the liability of a ship for a collision attaches where that collision is caused by the fault of a pilot, even where the pilot is carried by compulsion of law.

By the existing law, the owner or master of a ship is not liable for any loss or damage occasioned by the fault or incapacity of any qualified pilot acting in charge of that ship within any district where the employment of such pilot is compulsory by law (57 & 58 Vict. c. 60 s. 633, the provisions of which statute, where not inapplicable, were extended to Hongkong by Ordinance No. 10 of 1899, section 41). And, even if it were not so expressly provided by statute, still it would seem probable that, inasmuch as a man can only be reasonably held responsible for the wrongful acts of his own servants, a shipowner cannot, by the common law, be

held liable for the "wrongful act done by a person on board by compulsion of law, and therefore he is not liable in respect of a collision which is caused solely by the fault of the pilot."

Of course, where the employment of a pilot is not compulsory, but one is employed voluntarily by the owner or master of a ship, he becomes to all intents and purposes a servant, for the time being, of the owner, and the latter is, and always has been, responsible for the pilot's negligence. But the new law, by this article, will render the owner liable even where the pilot is compulsorily taken, and cannot therefore be properly considered to be the servant of the owner.

How far this alteration of the law can be considered equitable is perhaps, at first sight, somewhat doubtful. But, however that may be, it will certainly be conducive to greater caution being exercised in all cases than formerly. Instead of the master's authority being superseded for awhile by that of the pilot, he will continue in supreme power, for he will know of his own and his employer's liability, and will be in a position to insist upon his own orders being carried out for the purpose of endeavouring to avoid a collision. At present it is considered that, to the pilot, compulsorily employed, "belongs the whole conduct of the navigation of the ship, to the safety of which it is important that the chief direction should be vested in one only" (*The Christiana* 7 Moo. P. C. 150).

Henceforth, when the new Article becomes law, the position of a pilot (qua that of the master), will, in cases where a collision is apparently possible, become more the position of the Navigating Lieutenant of one of His Majesty's ships (qua that of her Captain; and, just as the Captain of a Man of War, which is negligently navigated, cannot shelter himself behind his Navigating Lieutenant, so the master of a mercantile vessel will not be able to shelter himself behind the pilot. In waters unknown to the master, but well known to the pilot, the latter is no doubt much better able to navigate the ship, and the master will not be held responsible should the pilot run her aground, but where there exists a risk of collision with another ship, the master, who knows far better than the pilot the capabilities of his own ship, must exercise his supreme powers of command, and do his utmost to avoid a collision, taking advice only from the pilot as to local rules and customs, and as to local dangers of navigation. There have probably been many instances where a collision might have been averted had the master's authority not been superseded by the pilot, compulsorily employed; and for this reason, doubtless, it is now decided that, in all matters of navigation where a collision is apparently possible, the master, and not the pilot, shall undertake the duty of preventing, by the exercise of good seamanship, the occurrence of a collision.

(To be Continued next Saturday.)

### Forms of Oath.

In a note on quaint ceremonies attending the taking of oaths the "Law Times" says a Chinaman has been thus sworn in. On entering the box, the witness immediately knelt down, and a china saucer having been placed in his hand, he broke it. "The officer of the court, through an interpreter, then addressed him thus: 'You shall tell the truth and the whole truth, and if you do not tell the truth your soul will be crushed like the saucer.' A Mahomedan witness first placed his right hand on the Koran, put the other hand to his forehead, and brought the top of his forehead down to the book and touched it with his head. He then looked for some time upon it, and, being asked what effect that ceremony was to produce, answered that he was bound by it to speak the truth. The deposition of a Gentoo has been received who touched with his hand the foot of a Brahmin. Buddhists have been sworn by 'the three holy existences—Buddha, Dharma, and Pra Samgha'—and the devotees of the 22 firmaments, and a Parsee on the Zend Avesta; or by binding a 'holy cord' round his body.

## POKER.

Visitors in Arkansas City Enlightened as to the Kind of Poker They Play.

They were strangers in Arkansas City, the two who strolled up the levee one evening, with the air of men who had nothing serious on their minds, but were ready for anything that might happen which would afford them amusement. One would have said that they were wandering aimlessly, but if near enough to them he might have heard the taller one mutter under his breath:—

"I'm the looks o' things, Bill, I reckon this hyar must be the place."

And possibly the other might have been heard to reply in the same careful undertone, "Looks like it. We mought as well go in. All's there is to do 't'aint, is to buy the drinks and move on."

As it happened, they were nearly in front of old man Greenhut's saloon when they spoke, and judging from the fact that they entered and did not immediately move on after buying and enjoying their drinks, it might have been inferred that they had been looking for that identical place. But, if they were, it did not appear from anything they said that they were anxious to have the fact known.

Inside were the usual occupants of the saloon. Old man Greenhut himself was busy behind the bar, arranging or rearranging a goodly array of bottles and glasses, and smoking, as he usually was, one end of a huge black cigar, while he industriously chewed on the other end.

Seated around the room in various lounging attitudes and all smoking were a stalwart, elderly gentleman, known to his friends as Jake Winterbottom; a burly giant who occupied the position of sheriff of the country and who answered to the name of Joe Bassett; a thin athlete who might from appearance have been supposed to be built of steel and whalebone, and who had a particularly keen pair of black eyes, commonly called Jim Blaisdell, and a reliable-looking citizen of the name of Sam Pearsall.

Buy's Drinks for the House.

All looked up inquiringly when the two strangers came in and all, without visible reluctance, responded to the invitation of the one called Bill by lining up at the bar in a friendly fashion and taking their red liquor in a manner that indicated that they had not entirely lost their relish for stimulants. Having done this they waited with decorous gravity for one of the outsiders to open a conversation.

It began without undue haste. The stranger called Jim motioned to old man Greenhut to repeat the ceremony, and after he had paid for the second round and had slowly counted and pocketed his change, he remarked casually:—

"We uns is just stopp'd over one boat for to see what Arkansas City is like. 'Pears like it's tol'able quiet fr a place with the repyutation it's got."

"Well, 'tis quiet," admitted old man Greenhut, "but that's what we uns aims to have it. There ain't nothin' disorderly 'lowed in town, an' them that's gave it the repyutation you mention is nothin' but irresponsible calumniators."

"I know'd it," said Bill. "That is, I know'd it was quiet 't'ime the look o' things. I says to Jim when we was walkin' along the levee what this was a town where there wa'n't nothin' diddin'. You mought get some red liquor, I says, but as fr any excitement, you mought as well climb a cottonwood an' hunt fr catfish."

"That mought depend some on what you uns calls excitement," said old man Greenhut, cautiously. "If you was lookin' fr hoss race, we don't have none—not frequent, that is. An' if you was meanin' fight, why, th' ain't no fightin' 'lowed while Joe Bassett packs a gun an' I have a bung-starter handy."

time till the next boat comes along. D' yo' reckon there's a game on anywheres 'round what we'd set into?"

"Well," said the old man, as he juggled with his bottles and glasses, "I don't never play cyards in the back room sometimes. Mobbe they mought start a game for yo' if yo' was bent on playin'."

The game was started without delay. It did not seem likely at first to be a remarkably interesting game, though it started as table stakes, with a \$50 stake in front of each of the players. Presently, however, there came a little surprise.

Winterbottom had doubt the cards in a jackpot containing \$6 before it was opened, and Bill, sitting under the guns, had opened it for the size of it. Blaisdell, sitting next, saw no reason to stay, but Bassett and Pearsall each put up his \$6. Jim stayed out and Winterbottom, having three little ones, boosted it \$10.

Bill Puts \$20 in Pot.

Bill's answer to this was to put \$20 in the pot without a word, and Bassett and Pearsall both dropped. They had nothing very strong, and as Winterbottom had raised in the first place, it did not seem likely that he would require assistance, especially in view of the fact that Bill's money was more than half in the pot already.

Winterbottom hesitated a little, but finally saw the raise and picked up the deck to serve the draw. "How many cyards" he asked, perfunctorily.

"You mought help yourself," said Bill, with a grin, as he pushed all his remaining chips to the center of the table.

Winterbottom swore a little under his breath, but took the cards. Finding he had not bettered his hand, he threw it in the discard, whereupon Bill cheerfully raked in the pot, while he threw his own cards also on the discard pile.

"Hold on, there!" exclaimed Bassett and Blaisdell together. "Yo' want to show yo' hand af' yo' take that money."

"Wha'll I show my hand for?" demanded Bill, in apparent surprise. "There didn't nobody call me."

"Well, yo' opened the pot," explained Winterbottom, a little impatiently, "an' it's up to yo' to show what yo' opened on."

"Is that the rule?" inquired Bill, with a fine exhibition of astonishment, and several of his hearers replied:—

"It sho' is."

Still he hesitated and looked at Jim, as if expecting moral support at least, but that worthy gravely remarked: "That's the way they play poker in these parts, 'Bill' and 'Bill,' with a grin, turned his hand over. It contained a pair of jacks only.

"I al'ays plays that hand that away once in a game," he said, still grinning, and the others said nothing, excepting Jim, who muttered: "Well, of all the fool tricks!" and looked as if he were thoroughly disgusted.

A little later, on his own deal, he came in and raised the opener, who chanced to be Bassett, after Pearsall had dropped. As none of the others had opened when they had the opportunity, it was hardly to be expected that any of them would stay in face of a raise, and they folded.

Bassett then saw the raise and called for three cards, but Jim stood pat, and when Bassett threw in a white chip without looking at his draw, Jim raised him \$25.

Bassett Throws Down His Hand.

Bassett then looked at his hand and finding that he had not bettered his pair of kings, he naturally threw down his cards, face up, to show his openers.

Jim hesitated a little, and then grinning as broadly as Bill had done, showed his own hand after he had taken in the pot. He had only a pair of deuces.

"I al'ays plays that hand that away, once in a game," he said, and the home talent perceived that he was advertising his bluff.

"Th' ain't no reason why yo' shouldn't," observed Jim Blaisdell, smoothly. "Is they any other p'liclar hands what you plays anyways p'cooliar?"

"Well, mobbe you uns'll find it out if we does," was Bill's only reply, and the game went on, with just a touch of hostility added to the previous antagonism. Notwithstanding these two successful plays, the strange-

ers were driven to the boneyard before long, and again they bought without the display of any unnecessary money. Their unconcern in buying, however, indicated that they had some reserve capital at least, and the Arkansas City men set themselves in earnest to the task of absorbing it.

This proved to be unexpectedly difficult. Notwithstanding the awkwardness of the two strangers, which was sufficient to preclude the thought of their stacking the cards, there were some surprising hands out on several occasions when one or the other of them was dealer, and the Arkansas City men were several times beguiled into barking cards that seemed to be almost invincible before they realized that there was at least reason to suspect the honesty of the deal.

Accordingly, they were one by one forced to replenish their supply of chips before they had fully recognized the fact that they were playing with experts.

Thereafter they were more cautious in playing when either of the two dealt, but on the other hand the strangers were equally cautious when Blaisdell dealt, and as he was relied upon to furnish winning hands to his friends the others of the home talent not being specially gifted with proficiency in dealing, the balance wavered for a considerable time, until at length the amount of money on the table grew to unexpected proportions.

Still, no one had suggested an unlimited game. Table stakes seemed to satisfy them all.

The climax came on a deal of Pearsall's, he being a player whom no one had ever suspected of undue dexterity. When it happened therefore that he gave each of the six players, including himself, a hand of surprising excellence, each of the six, excepting himself, was inspired with a hope almost amounting to certainty of scooping the pot, which was a jack, already sweetened to a generous sum.

Jim, the first player, finding three aces, unhesitatingly put up \$18, that being the amount already up. Winterbottom with a put flush did not care to keep Bill out by raising at that stage of the game, so he simply trailed, and Bill, with a small full in his hand, had the same thought with regard to the three who were still to be heard from, so he trailed.

Then Blaisdell, with four fives in his fist, boosted it \$20 and Bassett, with a king high straight, saw no reason to lay down. So he and the dealer both trailed.

Jim considered three aces sufficiently strong to go back with \$30 more, and Winterbottom, seeing that the others were playing his hand for him, again refrained from raising. Bill, however, thought to help his friend along by putting up \$30 more than anybody else had done, and Blaisdell shoved his whole pile forward.

After this there was no room for diplomacy. Even the opener thought his chance in the draw justified the play and he put up his pile as readily as did all the others. It chanced that Blaisdell's was a little larger than any of the others, so there was no more money to be counted, unless he should lose.

There remained only the draw and the showdown, and the opener was the only one who called for cards. When he got a pair of treys he was comforted for the moment, but it was only for the moment, for Blaisdell's fives overtopped even the dealer's four deuces, and he scooped in the pot.

Bill and Jim looked at each other questioningly and Jim even made a motion as if he were about to dig, but Bill shook his head.

"I reckon it's no use," he said almost sadly. "We uns can't do nothin' ag'in such dealin' as that," and he started to rise from the table.

But Pearsall spoke in an ugly tone.

"Is you got anythin' to say about the deal?" he asked, reaching for his hip pocket.

On the moment old man Greenhut entered the room, swinging his bungstarter in his right hand. "There won't be no shootin' on the premises, Sam. Yo' know it's ag'in the house rules. If you an' this gentleman wants to settle a argyment yo'll have to go out on the levee."

But Bill said smoothly: "I ain't got nothin' special to say about the deal, only 'twas rearin' sick. 'We uns wa'n't lookin' for to find no such bunch of experts. 'Pears like we done bit off more's we c'n chew. I reckon we'll take that next boat, like we was sayin'."

"Now, that's the kind of a man what I like to see," said old man Greenhut when the two strangers had gone. "Th' ain't no objection to the brayin' of a wild ass, 's he brays cheerful."

## A SHORT SERMON.

WHERE IS THE KINGDOM OF GOD?

For, behold, the kingdom of God is within you.—St. Luke, xvii, 21.

The Pharisees are still with us,—questioning, disputing, hairsplitting, arguing side-issues and in many other ways trying to trip up the faith that is in us.

The Pharisees were continually seeking to discredit the "true religion and undefiled" of Jesus. They were always at hand to ply what they thought would be embarrassing or involving questions. On this particular occasion, they "demanded" to know when the kingdom of God should come.

Not a few persons have sought to apply mathematics to spiritual matters. Nothing more completely discredits a man than to prophesy that the world will come to an end on a certain day and to have that day pass without a fulfillment of his forecast. The Pharisees were cunning and they wanted to enmesh Jesus in a net of this very sort.

In this instance, as in every other that is recorded, they were balked.

"The kingdom of God cometh not with observation," said Jesus to them.

It is not a matter of time, in other words. It is a matter of being, as the Master's answer plainly showed.

"Neither shall they say, Lo here! or, lo there! for, behold, the Kingdom of God is within you."

Greater words than these have never fallen from the lips of man. Perhaps the final solution of all our vast and perplexing social and spiritual problems will be reached through a general understanding and appreciation of them.

"The kingdom of God is within you"—and remember that He said this to a group of Pharisees.

The kingdom of God is not something that is to follow this life; something that is to come to each individual at a certain time as an inheritance. It is now, according to the words of Jesus.

As a successful business man has lately said, it is "a kingdom to be developed and extended, not in a mysterious and mystical fashion, but in the working out of faith and honesty, courage and love, peace and good will in individual purpose and endeavour."

If Jesus Christ did not teach faith, honesty, courage, love, peace and good will, He taught nothing. On these great bases rest His leadership and guidance. Through these He pointed the way to the best there is to be had in this life and the fullness of reward in whatever existence may follow our brief stay here.

The possibility of enlarging these virtues is within each one being. No matter how restricted the material equipment, men and women can have faith—in God and in themselves—and they can be honest, courageous, loving, peaceful and actuated in their thoughts and deeds by good will.

Each human being is a partner in the kingdom of God, and upon each human being rests some share of the responsibility for the upbuilding and spread of that kingdom.

Are you doing your share? Are the virtues named being put into daily practice by you?

Do you realize that God's great work through all the ages is dependent in some measure upon you?

It has been finally determined by savants that the oldest map in the form of a mosaic in a Byzantine church at Malaba, in Palestine. It is about 1700 years old and purports to be a map of a part of the Holy Land.

Indian imports from the United States rose from 1.01 to 2.35 per cent. of the total, and exports from 1.00 to 1.86 per cent.



## UNIVERSAL PEACE.

## JOURNALISM AND INTERNATIONAL AFFAIRS.

It is a truism in all lands where the press is reasonably free, that the responsibility of journalism in international affairs is weighty. But it is in the nature of a truism to be true and of vagueness to be misleading. Let us examine the matter a little closely.

In the first place, journalism, like every modern institution, is very complex, differing in different lands, in different parts of the same land, and at different periods of its own evolution. Great Britain and Japan are allies. The statesmen of each nation recognize that it has vital interests in common with the other, and they have bound the two, for a fixed term, to pursue these jointly, even by armed force. France and Russia are in like case. In carrying out the purposes of these alliances, or in hindering them, the journalism of the several countries may have a considerable influence. The matter has but to be mentioned to suggest the marked variation in the agencies that must thus be called in play and in the way that they will work. We need not, however, go so far afield for evidence that journalism differs under different skies, even when the language is the same. That of the United States is very unlike that of England, and we see appreciable dissimilarity in the journalism of the East, the West and the South of the United States, and in the journalism of to-day in each of these regions compared with that of even two decades since. The institution, if we may so call it, is as onondant of divers as the personality of Michel de Montaigne.

Yet the complex thing we call journalism—British, German, French, American, what not—exists. The image the name calls up in our minds has a basis in fact. Journalism has generally two functions in which every journal, in different fashion or degree, shares—to furnish information and to comment thereon. As it is in the exercise of these functions that they find a common part in the affairs of the community, so it is for the way they exercise them that they have their common responsibility. In general terms it is easy enough to state that responsibility. It requires that information shall be full and accurate, and that comment shall be fair, unprejudiced, and as wise as the journalist shall be able to make it. But this is almost as indefinite as to say that journalists should be gentlemen by nature and breeding, besides being thoroughly trained in a difficult and intricate profession. Look a little nearer at the functions to which the journalist is called.

First as to furnishing information. Not many years ago this was the field in which energy, capital, ambition, talent were most concentrated, and in this field the competition was so strenuous and costly that only the wealthier and stronger journals entered it. While there is still ample room for ingenious and vigorous competition, among those who care to take part in it, the more important, at any rate the more salient, facts in the daily life of mankind are now accessible practically to the great body of the newspapers in English-speaking lands, and in less degree, but with pretty liberal fulness, to newspapers in other lands. This has been brought about by the organization of news-collecting associations—Routier in England, Havas in France, Wolff in Germany, the Associated Press, the United Press, Laffan's in the United States—which are expected to cover, and in fact generally do cover, the news of all parts of the world. These associations have their agents, usually fairly trained, sometimes men of exceptional character and equipment, not only in all the capitals, but in all the chief cities and in the newspaper offices of the minor centres, so that it is practically impossible that any event of obvious interest shall pass undiscovered and unreported. The result is that on thousands of editors' desks in every quarter of the globe each day there are laid, ready for printing, if desired, reports of the news of the proceeding twenty-four hours in all other

quarters of the globe. For the great mass of newspapers the task of news-collecting, so far as concerns foreign lands, or their own land beyond the neighbourhood of each, has been abolished. The question of how to get the news has been replaced by the question of what choice to make from the vast heap daily at hand.

For most journalists, then, in the chief countries, the responsibility in international affairs hardly relates to fullness or accuracy of the news they collect. The news they get is about as full and accurate as can be had. No private effort, save by papers of great capital, and a highly organized staff, under expert and daring direction, can seriously amend the work of the news associations in these regards. What remains for most is the choice of how accessible, the form of its presentation and the comment on it. What responsibility attaches to this function? For the great papers, for those that can afford to maintain their editors-resident, so to call them, at the source of affairs, who know—and sometimes share—the undercurrents of sentiment and interest that influence political action, there is clearly a responsibility that the least sensitive might well feel. What is that which rests on the multitude of active, keen, generally intelligent and right-minded men who administer probably nine-tenths of the sixty thousand newspapers of the modern world? It is not easy clearly to define it, but it is unmistakable and it is considerable.

Primarily it relates to their influence on what is known as public opinion, but what is in reality chiefly public sentiment. As to international affairs, there hardly exists in the public mind anything that fairly or accurately can be called opinion. A very small part of any community, or even the best-taught and, in ordinary matters, the intelligent, can, and a still smaller number do, "think" on foreign affairs. One of the wisest and wisest of journalists, Walter Baggehot, was wont to say that if you wished to test the value of public opinion, ask your butcher what he thinks of proportional representation. Of course, generally he does not and cannot think about it at all. Foreign affairs are of necessity not understood of the people because there is not room in their minds and lives for the unfamiliar and often difficult facts from which an understanding can alone be secured. It was reported in February of this year when Mr. Elihu Root retired from the State Department at Washington, that he had negotiated twenty-four treaties providing specifically or generally for the arbitration of international differences arising between the United States and other nations. Unquestionably that was a substantial service to his country and to mankind, rendered by years of patient, enlightened and tactful effort. How many of the people of the United States, how many of the members of the Legislature of the State of New York, who have just voted for Mr. Root as United States Senator, could mention one in ten of these treaties or could define the general principles by which the American Government has been guided in making them? But if opinion, drawn from adequate study of authenticated facts, is too difficult and tedious of acquirement, there is no lack of sentiment regarding international affairs. It is in relation to this sentiment, to its creation, guidance, restraint or stimulation, that the responsibility of journalists arises.

"Responsible" government is a relatively modern phrase, describing, not too nicely, a modern thing. In practice it is government of a nation by agents who can, more or less clumsily, be changed if their conduct do not satisfy the majority of that portion of the people who have a voice in their selection. The change is not necessarily the result of deliberation and it may not be due to the electors' opinion of the general conduct of the agents, or of their conduct as to matters of serious or leading interest. It may be due to a transient outburst of passion, and may be reversed in another outburst in the opposite direction. Such things happen so often that it would not be far amiss to call the modern system in many instances rather respon-

sive than responsible government. It is with the sentiment which, when aroused, controls at such crises that journalism has to deal, and from this fact its responsibility arises. The most serious situations are presented not in domestic but in international matters, because in domestic matters readers have more, and more trustworthy, information as to men and measures, do not so easily deceive themselves nor are so readily misled. Moreover, in international matters the minds of the mass of men are excited by a strong tendency towards personification. That is to say, they conceive of a foreign nation as an individual, with individual virtues and vices, particularly vices. Even the wisest yield unduly to this. Grave historical writers have a besetting habit of speaking of Germany, France, Great Britain, America, as "she," as a being who can hate and love, plot and fight, can give or take gratitude, resentment and all the intricate category of attributes or feelings that lead to friendship or quarrel in personal intercourse. The tendency is simplified and becomes more intense in the minds of the mass in any nation. It is very tenacious, it is wayward and incalculable in its manifestations, and is sometimes full of peril. The journalist ought clearly to keep it in mind and to shape his conduct with reference to it.

The chief responsibility of a journalist, then, in international affairs is for the influence he may exert on the feelings of his readers and so on the general sentiment on which so much depends. This influence is exerted, first, by the choice he makes from the mass of news accessible to him. That choice is not really very wide. He must in practice take that most interesting to his readers. It is an elusive despotism that dictates this, but it is indisputable. There is, however, wide discretion as to form. The same news can be presented in a manner to excite or to prevent excitement. The sensible and practical rule is always, so far as possible, to give peace the benefit of the doubt, and to address readers as to keep them cool, and fair, and rational. So far as concerns the text of the news as furnished by the press associations, this rule is generally followed. There is not much temptation for the agents of the associations to depart from it. They are not likely to be goaded by any feeling of rivalry to make their dispatches more impressive, attractive in a word, sensational. Their interest, as well as their instructions and their duty, can best be obeyed by clear and uncolored presentation of the facts they have obtained. When their reports reach the newspaper offices, however, a different set of conditions is sometimes encountered. The temptation to depart from the rule, to make the news striking, to give to it a form that will catch the eye and stir the feeling of readers to whom the same news may be presented by other and rival papers, straightway is felt. Its mischievous effect shows chiefly in the "head-line," and in these really almost more than in editorial comment is embodied the influence of the paper. In this form it is very great. The prayer of the modern, longing to sway the hearts of a people, might well be: "Let who will make their laws if I may write their head-lines." These are the one feature of a paper sure to receive the attention of all. Day by day, continually and continuously, they express its purpose and work its will. By them, day after day, the minds of thousands, of hundreds of thousands it may be, are reached and wrought upon. A certain proportion of a paper's patrons read its discussion of current events; a larger proportion may read the text of its news columns; substantially all read its head-lines. The impression conveyed is immediate, clear, and, in the long run, effective and lasting. In this direction, therefore, lies the first and most imperative demand on the sense of responsibility of the journalist. Here first and more largely than anywhere else, his conscience will recognize the opportunity and the obligation to give peace the benefit of every doubt and to keep his readers, as far as may be, cool and fair and rational.

Of the like obligation in editorial comment little need be said. His must be a dull mind indeed to whom it is not plain. Every consideration that appeals to a man in private life to make him just and temperate and courteous and sane appeals far more strongly to the writer on international affairs, since his influence is far wider and the effect of it may be far more important and enduring. But while the duty is clear, the discharge of it is not always easy. To be just and sane the journalist must be well-informed, and sufficient knowledge for reasonable conclusions can be had only by constant study and observation. Moreover, there is a certain peril for a writer in too exclusive devotion to any one class of subjects. He is exposed to loss of perspective and is liable to overlook facts, often facts near at hand, which it is not safe to ignore. Unfortunately the risk is likely to be the greatest with writers devoted to noble and beautiful theories of international peace. The task of the journalist is to get at the truth, and as near as may be, the whole truth, and that is a task sometimes sadly interfered with by theories too comprehensive, too absolute and too confidently held. "A fool's paradise" is a dangerous abode from which to direct or to try to direct, the public mind. The journalist who dwells habitually in it, who shuts his vision from the complex interests, passions, tendencies of the people of whom his readers are a part, which determine for the time being the rate of progress toward the spread of peace, not only exposes himself to bitter disappointment, but does to those who listen to him a distinct disservice.

As has already been intimated, the question of the responsibility of journalism in international affairs is quite as important for the smaller papers, including the weeklies, as for the larger, and in the United States it is even more important. These papers have a very large total circulation. They are usually read more deliberately, with closer attention, and enter more intimately into the minds and the lives of their readers. Their interpretation of current events may not carry more weight, but they make a more continuous and probably a more effective impression. On the whole, the contents of these papers correspond to this view of their function. They are less ephemeral and sensational. It was these journals that Dr. Nicholas Murray Butler, President of Columbia University, largely had in mind when he said, in one of his addresses before the University of Copenhagen, in 1908: "At its best, or even in its average state, the American newspaper is conducted with sobriety and with a due sense of responsibility as an institution powerful for good or evil in a democratic community." Among the larger papers, especially in the matter of editorial discussion, this judgment is deserved, the exceptions being more conspicuous than numerous or influential. Undoubtedly the press in America, as elsewhere, falls short of the best in this regard, but it is advancing. Those of us who, ardently attached to the cause of just peace, find the ancient saying: "Time respects only that which Time has wrought."

EDWARD CARY.

## Advantages of Accuracy.

Accuracy is an important quality, which should be acquired in the schoolroom. There are people who declare that accuracy has no place in the vocabulary of the imaginative and gifted person, that it is dull virtue suitable only for the clerk in the counting-house. Nothing is more erroneous than such an idea. The person who is not accurate is mentally slipshod. Moreover, he is unable to carry away a correct impression of anything. All through his life he loses things not as they are, but as they are not. In business or professional life the value of "accuracy" cannot be overestimated. In fact, there are few situations in life in which this quality is not highly to be desired. Fortunately is the person who has been trained from childhood in habits of accuracy, and add the "Gentlewoman," parents should endeavour to instil this virtue in the nursery and later in school days.

## WHY LONDON IS THE CENTRE.

## THE MAGIC LODESTONE IN THE CITY.

A manufacturing company in New York City began selling odd lots of goods to South America some years ago. At first, sales were made by correspondence or by direct appeal to the South American, cousin who passed through New York on his way to Europe. By-and-by the trade was important enough to warrant a South American department, with a manager. It grew more and the manager made a long tour of South America, which made it still more vigorous and promising and profitable.

That South American department never came into its own, however, until it was moved bodily over to London—and the manager with it.

In another case, two brothers up in New England had such different views about carrying on the novelty manufacturing business left by their father that one of them eventually sold out to the other and took his capital over to London to start fresh in his own way. He thought John Bull needed his sort of goods and believed there was a big field in London. He was right. By taking pains to learn the ways of the country—as well as the language, which was different too—he got along famously. Within a year he was making goods in his own factory, outside of London, and had selling agencies in all the important centres of the United Kingdom.

But his trade took a wholly unforeseen trend. He had come to sell goods to the British at home and succeeded. At the same time, however, he found himself being drawn into an export trade extending over the whole globe. Back in New England they had occasionally received an order from some foreign country. It always came through a roundabout channel. The foreigner's letter, credentials, shipping instructions and the rest of it were so outlandish usually that when the goods were boxed they took a photograph of them, with the address showing prominently and the members of the firm, the shipping clerk and the railway truckman grouped in the background. Later the picture appeared in trade journals as evidence that the United States thoroughly understands export trade; but in London, at the end of his first year, there was never a day but he made shipments to countries and colonies seldom heard of back home—fully a third of his staff went into export channels.

If an American house sells a lot of canned goods to Timbuctoo the money is morally certain to come through London. If it buys tin from the Malay States payment is made through London. When any country in the world enjoys good times it sends to London to finance its enterprises. When times are bad it calls loudly on London to help it out. Products of farm, range and mine are no sooner ready for market than they begin moving toward London as though there were some enormous magnet there under the soft-concrete vapour—as there is. Investigate any fundamental device of modern commerce and it will invariably be found with its roots in London.

## Worldwide Commerce From One Square Mile.

Brokerage insurance, shipping, the post-office and the railway, the modern corporation, with its stocks and bonds, and the stock exchange that handles them—all run directly to London. Most of them can be traced back beyond the dawn of history in their rudimentary forms; but it was London that made them practical, working institutions. That familiar, unregarded and wonderful slipp of coloured paper, the bank check, for example, had its counterpart in bill of exchange among the ancient Greeks, but it remained for London to develop checks into the clearing-house system. Every nation that has come into competition with London in the past century has copied and adapted her commercial machinery; and wherever a nation reaps shortcomings—as does France, with its lack of checking facilities—the defect can commonly be laid to the fact that London has not been copied faithfully enough.

These things being so, it is

natural that London should be full of most interesting commercial machinery. Every country in the world has some of it, but only in London can the whole be seen. We have adapted the check and the clearing house so successfully that New York now clears about one hundred dollars for every seventy dollars cleared in London; but London's export machinery is still strange mechanism to us—something to be studied and adapted during the coming generation when we go abroad for foreign customers. Much of London's machinery, indeed, is strange to Londoners themselves. Men there, bound by their own field of routine, sit in the omnibus with other men whose routine would be altogether unfamiliar. Then, every other Londoner in business is likely to be carrying on some interesting—even romantic—trade, such as shipping, with a statistic and humdrum orderliness that is part of the system too, if not its very life.

London has been a trading, trans-shipping, broking and clearing proposition from the year one. In the very beginning, two hilloks of solid ground stuck up out of the Thames' tide marshes. Traders took them for a marketplace. Cities usually feed themselves from farms and gardens on their outskirts. London's outskirts were mud and marsh. So food had to be brought down the river and the market dealt with foreign merchants who sailed up the river from the sea.

To the reader of English history, kings and queens, peers and Parliament loom large; but political London is really the merest upstart beside commercial London. It came long after trade was established and has always been kept outside commercial London proper, in Westminster.

If the American tourist happens to walk along Fleet Street on a fortunate day he may witness the time-honoured ceremony of the lord mayor meeting the king at the old site of Temple Bar and escorting His Majesty from the comparatively new political London into that very old commercial London which is known as "the city."

The city might be compared to the Wall Street district in New York. It contains the banks, exchanges and commercial machinery of the British metropolis. The original settlement of traders was made upon its site, and for long it was a walled town. To-day though but a square mile in area, it is a country to itself, retains its own government of merchants and has its ancient charters and privileges, granted by a long succession of kings in return for loans of money.

If Wall Street were a self-governing district to itself, and J. Pierpont Morgan were its mayor and lived in a mansion opposite the Stock Exchange, and rode in a gilded coach, and received the President of the United States at the sub-treasury whenever our national executive found it necessary to enter Broad Street, we should have pretty nearly a counterpart of that city of London which many tourists never distinguish from London proper with its seven hundred square miles of area. The king himself cannot enter the city officially without permission from the lord mayor of London; but the lord mayor's authority extends only over the square mile of the city. He is always a business man erected by the old merchants' guilds to serve a single year in his quaint splendour.

From the earliest times the city has been as democratic as business itself. Knights have long been abundant among its citizens, but peers have been rather the exception. Like the rest of England, the city dearly loves a lord, but its chief use for one is to put him at the head of a board of directors. Again and again the lord mayor has been a business man who made his way up from nothing; and no incident in English history is dearer to the London heart than the story of Dock Whittington, the poor lad who heard Bow-bells calling him to turn back and be thrice lord mayor.

There is a most significant gap in London's history that shows how vitally its existence has ever been linked with business. About 500 A. D. its commerce was cut off by wars. Faced by starvation, the city was deserted and

## LADIES' COLUMN.

## A FRENCHWOMAN'S SUMMER WARDROBE.

The general impression of a Frenchwoman's wardrobe is one of extreme daintiness; for every thing, from her stockings to her lace jabots, is kept in exquisite order. There are piles of snowy linen, hand sown and embroidered, and threaded with pretty ribbons, there are at least three corsets of different thickness, three or four dainty dressing gowns and matinees, dozens of handkerchiefs embroidered with her monogram, plenty of silk stockings in the various colours her dresses demand, little shoes to match; and several pairs of "mules." But of dresses and hats there is no profusion, only just what is needed. A couple of linen tailor-mades, a tussore costume, a blue cloth or serge coat and skirt, with certainly not more than half a dozen lingerie chemises, a dainty foulard, a silk coat and skirt, and perhaps one other afternoon dress of lingerie, and three evening dresses; a tussore travelling coat, as well as one in cloth, and a couple of evening cloaks, one elaborate, one plain; two morning hats, two afternoon hats, and one particularly jumble feathered, but for very smart occasions, with veils and a motor bonnet. Perhaps in all these dresses and costumes only four will be quite new, for the Frenchwoman has her things done up for at least two or three seasons, either by her maid or her sewing-woman. Her hats, too, are often arranged, and her tussore and dressing-gowns are always made at home. It is no exaggeration to say that the average Frenchwoman is a most economical creature, because she has such a keen sense of order and for getting full value for her money. The extravagant ones are those who have come into their riches by accident and too suddenly, or may be here and there one finds a disorderly spirit which spends money as it does energy and words, but these are the exceptions.

## Another New Sunshade.

The newest sunshade I have seen is made with the cretonne one buys for covering bedroom curtains or for covering chairs; it is quite attractive, and a very good wearing material. Who knows?—perhaps the economical Frenchwoman would even go so far as to use old chair covers for the very purpose. They practise strange economies sometimes, for I heard of a very indignant little dressmaker, the other day, who was objecting to the airs and graces of an old cliente who had become suddenly very rich, "and she, who used to bring me her old umbrella coverings to use as linings for her coats!" said the routuriere!

## Charming Fans.

The hot weather has brought fans very much to the fore, and wherever one goes it is necessary to have one. I remember that mon used them the last hot summer we had, but that is so long ago, they have had time to grow more Britishly self-conscious since then. The most attractive are in lace with beautiful ivory or tortoiseshell mounts, but less expensive ones are in paper, in paper, and this week I saw one in leather, such a delightful thing and so solid. I picked it out from among some beautiful hand-sewn bags made by Mrs. George, an Englishwoman who lives in Paris, and whose work is only known to art decorators and to a few remarkably well-dressed women in Paris who always ask her to make them a bag when they have a particularly smart tailor-made.

## The Wearing of Jewellery.

Except for rings, less jewellery is worn in France than in England. They rarely wear bracelets, except in the house; they never put on more than one chain at a time, but they do carry a heap of things on it: pique, powder-box, mirror, pencil, tablets, and all sorts of little bric-a-bracs. A slender chain and a beautiful pendant is good style for afternoon wear, but not for morning; a jewelled watch may pass any time, and earrings, unless it be a pearl or a diamond solitaire, are not at all general, although a few women have taken a mad desire to wear the long, drooping kind that some Englishwomen affect.

(To be Continued next Saturday.)



## OPIUM SALE GAMBLING.

**A Miniature Racecourse.**  
When the opium trade is finally abolished, says the Calcutta "Statesman," and the periodical sales of the drug in Calcutta are no more, a large section of the community, apart altogether from the opium merchants and dealers, will feel the change keenly, for it will rob them every month of one day's pleasurable excitement such as their souls love. The class referred to are Marwaris, and the exciting pastime in which they indulge on each opium sale day is, of course, betting; not straightforward betting on the total amount that will be realised by the sale, or even on what each chest will fetch, but betting on a system such as only a Marwari would invent.

To say that the Marwari is a born gambler is to utter the veriest common-places. He is never happier than when he has a bet on what he thinks is a good thing, and he will bet on anything, from the rise or fall of the money market to the amount of rain that will fall in a given time, or to which of two lumps of sugar a fly will be attracted first. Amongst themselves the Marwaris gamble on the most trivial things, and it is hardly surprising, therefore, that they should gamble on the sales of opium, a trade in which a large number of them are interested. And the system on which they do it is so peculiar that it is worth describing.

**A Racecourse in Miniature.**  
Recently a representative of the "Statesman" visited the Customs House, and on approaching the building in which the opium sale is held found himself in the midst of a throng which resembled a racecourse in miniature just before a race is about to be run. Under the trees were several men mounted on stands, with the inevitable patches round their necks, and books, printed in the vernacular, in their hands. They were "shouting the odds" in a strange mixture of Marwar and Hindi, and whenever they took a bet a ticket was made out and handed to the bettor just the same as it would be on a racecourse. At first there was little doing, but as the sale proceeded business under the trees became brisk, and the book-makers took quite a lot of money.

It was not easy to get a lucid explanation of what was going on, but eventually an English-speaking Marwari explained it thus: The betting was on a single figure from one to nine, and also on zero, and when the sale opened ten to one was offered against any number. Within ten minutes, however, two numbers became hot "favourites" and the bookmaker had to lay the odds if he wished to have a bet on them. The winning number, the Marwari explained, was the final figure in the average amount returned for the whole sale. Thus if the average per chest was returned as Rs. 3,587, the man who had backed number seven won whatever odds, on or against as the case might be, the bookmaker had laid him.

**Not a Pure Gamble.**  
To the ordinary man this would appear to be the purest gamble; but when it is a case of figures the Marwari is by no means an ordinary man and he has found some way of calculating what the average will be long before the sale is over. How he does it is not easy to understand, but that it is a fairly safe method can be gathered from the fact that on several sale days during recent months, the number which had been the favourite in the betting turned out to be the last figure in the average price per chest. The Marwari who explained the system said it was quite easy to calculate what the average would be after the first few lots had been sold, and he seemed quite surprised that any one should fail to understand how it was done.

The outside bookmakers took up their positions before the sale opened, and one of them, on being asked the price he was offering, said "ten to one any number." At that time there were no takers, and only a few bets were made for some time. Then there was a rush from the sale room to the bookmakers and it was found that those "in the know" were backing number eight, with even a close second favourite. In a moment the bookmakers changed their tactics, and instead of offering substantial odds against any number, they refused to give more

than two annas to the rupee on number eight, or four annas to the rupee on number seven. A fair amount of business was done at this price, and then the bookmakers began to lay long odds against the other numbers going as far as fifty to one against number one or number two. Everyone in the crowd, which numbered several hundreds, was ready to bet, either as backer or bookmaker, and as the greater part of them were continually shouting do anni or char anni (meaning that they were willing to give two or four annas to the rupee on number eight), one was reminded more forcibly than ever of a racecourse. The average price per chest in the official return was Rs. 3,048, so that the figure which was made the "favourite" won.

The Marwari previously referred to said the betting which is done in the Customs House compound is very small compared with that done in what he called Allin Chowrastra, the place where Cotton Street and three other roads meet, and where many Marwari opium dealers live. The Marwaris, he said, who do not come to the sale, are advised by telephone or by runners how the betting is going outside the sale-room, and they gamble in large sums.

## THE SUEZ CANAL.

## Imperial Ideas.

A good many of our readers, says the "London and China Express," will sympathise with Sir Joseph Ward, Premier of New Zealand, who speaking at the annual banquet of the Bristol Chamber of Commerce in regard to the charges for vessels passing through the Suez Canal, somewhat forcibly described the famous waterway as "the detestable 'toll-bar' between England and her dominions." He mentioned, for instance, that one great shipping company said £300,000 was imposed upon one line of steamers going through the Canal—a sum about equal to the whole payments made for officers and men. He knew the Imperial Government had not power to do what they desired in this matter, and that two great nations were the proprietors of the Suez Canal; but was it not about time that both Governments began to realise that over £1,000,000 sterling, taken, so far as one partner was concerned, from the pockets of those using the Canal, over and above the dividend of 3 per cent. on capital, was an extortionate amount? British traders with the Far East will re-echo these sentiments.

The spread of the destructive cotton boll weevil is attributed by some to the destruction of birds which formerly held the insects in check.

The Japanese have developed into good brewers, and an effort is being made to cultivate a beer thirst among the Chinese in order to create a market.

Russian emigrants to America show a marked preference for the Dutch steamship lines, and Germany is trying to divert the stream of travel to her own lines.

The usual hours of work in Japan are 12 a day. Males over 14 get from 16 to 25 cents a day, and under 14 from 6 to 10 cents a day. Females over 14 are paid from 10 to 14 cents a day, and under 14 from 5 to 9 cents a day.

**E. C. WILKS, M.I. Mech. E., A.M.N.A.**  
Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Launches.  
ALEXANDRA BUILDINGS, 2ND FLOOR, Hongkong, 1st May, 1911. [1100]

**GREEN ISLAND CEMENT COMPANY, LIMITED.**

## PORTLAND CEMENT.

In Casks of 375 lbs net.

In Bags of 250 lbs net

SHEWAN, TOMES & CO

General Managers.

Hongkong, 16th Aug., 1910. [124]

## MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG.

TELEPHONE NO. 1013.

DEVELOPING, PRINTING & ENLARGING.

Hongkong, 1st May, 1911. [1099]

## Intimations

## WM. POWELL, LIMITED.

GENTS' OUTFITTERS.

## THE "HUSSAR" COLLAR

\$5.00 ..... per doz.

In all depths from 1 1/2 in. to 3 in.

## PERFECT FITTING.

THESE COLLARS are HAND DRESSED assuring a perfect fit and a longer period of wearing than machine ironed.

## WM. POWELL, LIMITED,

28, Queen's Road.

Hongkong, 16th June, 1911. [1018]

## PEAK TRAMWAYS CO. LIMITED.

## TIME TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 min.
8.00 a.m. to 10.00 a.m.	" 10 min.
10.00 a.m. to 11.00 a.m.	" 15 min.
11.30 a.m. to 12.45 p.m.	" 15 min.
12.15 p.m. to 1.15 p.m.	" 10 min.
1.15 p.m. to 1.45 p.m.	" 15 min.
1.45 p.m. to 2.15 p.m.	" 10 min.
2.15 p.m. to 5.00 p.m.	" 15 min.
5.00 p.m. to 8.10 p.m.	" 10 min.
NIGHT CARS.	
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.30 p.m.	every 15 min. or.
SUNDAYS.	
8.00 a.m. to 10.30 a.m.	every 15 min.
10.30 a.m. to 11.00 a.m.	" 10 min.
11.45 a.m. to 12.00 noon	" 15 min.
12.00 noon to 1.00 p.m.	" 10 min.
1.00 p.m. to 8.00 p.m.	" 15 min.
8.00 p.m. to 9.00 p.m.	" 10 min.
9.00 p.m. to 7.00 p.m.	" 15 min.
7.00 p.m. to 8.10 p.m.	" 10 min.
NIGHT CARS as on Week Days.	
SATURDAYS.	
Extra Cars at 11.45 p.m.	

**SPECIAL CARS.**  
By Arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.

**JOHN D. HUMPHREYS & SON**  
General Managers.  
Hongkong, 10th June, 1911.

## DRAGON CYCLE DEPOT, ELECTRICIANS.

Steam, Oil, Gas and Motor Engineers and Rickshaw Builders.

Repairs to Typewriters, Bicycles, Phonographs, and all kinds of Electric Goods and Machinery

## 'PHONE 482.

No. 63, Des Voeux Road Central

Managing Proprietor:

C. LAURITSEN.

41

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work

Electrical Drives, Hydraulic & Pneumatic Tools installed throughout the Works.

50-ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets and Metal Specimens.

GRAVING DOCK 78 ft. by 88 ft. by 8 ft. 6 in.

Pumps empty Dock in 2 3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 2,000 tons

displacement, providing conditions for painting ships with most efficient results

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT

and SHOPS RANGLERS up to 100 Tons.

Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.

MANAGERS AND AGENTS:

BUTTERFIELD & SWIRE.

HONGKONG, CHINA & JAPAN.

## Mails.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NORON	About 12th July	Freight and Passage.
LONDON & ANTWERP	WERP	13th July	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NORON	About 20th July	Freight and Passage.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NORON	About 27th July	Freight only.

For Further Particulars, apply to

P. & O. S. N. Co.'s office, Hongkong, 6th July, 1911.

E. A. HEWETT, Superintendent.

## NORDDEUTSCHER LLOYD. BREMEN.

## IMPERIAL GERMAN MAIL LINES

For	STEAMERS	TO SAIL ON
NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	YORCK	17,000 { WEDNESDAY, 12th July, at Noon
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	LUTZOW	17,000 { About WEDNESDAY, 12th July.
MANILA, YAP, ANGAUR, NEW GUINEA, BRISBANE, SYDNEY & MELBOURNE	PRINCE OF MONTE	6,000 { SATURDAY, 15th July, at 1 P.M.
KUDAT & SANDAKAN	BORNEO	5,050 { Middle of July.

All the steamers of the Imperial Line are fitted with Wireless Telegraphy. New System of T. I. S. N. Co.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG and CHINA.

Hongkong, 29th June, 1911. [7]

## IF YOU WANT A REALLY GOOD AND WHOLESOME TABLEWATER

ASK FOR

MATTONI'S GIESSHUEBLER!

Ask your Doctor about it.

SOLE AGENTS:

BUME & REIF,

9, ICE HOUSE STREET.

Tel. No. 204.

Hongkong, 16th May, 1911. [1102]

## Shipping Steamers.

## DOUGLAS STEAMSHIP CO. LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

## FOR SWATOW, AMOI AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

STEAMSHIPS.	CAPTAIN	LEAVING.
Haiyang...	Capt. J. W. Evans	SUNDAY, 9th July, at 9 A.M.
Haiching...	Capt. W. O. Paterson	TUESDAY, 11th July, at 11 A.M.
Haitan...	Capt. J. S. Roach	TUESDAY, 18th July, at 1 P.M.

During the months of JULY and AUGUST, RETURN TICKETS available for three months will be issued at a reduction of 20% on the usual rate to Fochow.

Steamers will arrive at, and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas, Lapraik & Co., General Managers.

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## Consignees

## "3EN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## S.S. "BENCLEUCH."

FROM ANTWERP, LONDON, BRO, LONDON & STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 15th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst., at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

WIBB, LIVINGSTON & CO., Agents.

Hongkong, 3rd July, 1911. [1241]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

## "SYRIA."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optimal Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 7th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. Goddard and Douglas, at 9 a.m. on Mondays and Thursdays.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 3rd July, 1911. [4]

## NIPPON YUSEN KAISHA.

## NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship

"IYO MARU."

Having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optimal goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared by the 12th July, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA, Agents.

Hongkong, 6th July, 1911. [6]

## To Sail

## SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn, Genoa, also Venice and Trieste—all Mediterranean, Adriatic, Levant, Suez and South American Ports up to Callao.

(Taking Cargo) at through rates to Persian Gulf and Bagdad, also Batavia, Valencia, Alicante, Almeria and Malaga.)

THE Steamship

"CAPRI"

Capt. Figari, will be despatched as above on WEDNESDAY, the 12th inst., at Noon.

For further particulars regarding freight and passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 7th July, 1911. [10]

## FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Rangoon, Madras, and Mauritius.)

THE Steamship

"CATHERINE APOAR,"

Captain L. C. Towns, will be despatched for the above ports on TUESDAY, the 11th inst., at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO. LD. Agents.

Hongkong, 5th July, 1911. [1245]

## Hongkong-New York.

AMERICAN-ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS & SUEZ CANAL.

(With liberty to call at the Malabar Coast.)

S.S. "INVERCLYDE"

On or about 27th July, 1911.

For Freight and further information, apply to

SHEWAN, TOMES & Co., General Agents.

Hongkong, 3rd July, 1911. [1240]

## CHINESE ENGINEERING and MINING COMPANY, LD.

CANTON-HONGKONG-TIENTSIN LINE.

With liberty to call at intermediate ports.

THE Steamship

"KWANGPING"

will be despatched for Tientsin about end of July.

For Freight, apply to

CHINESE ENGINEERING and MINING Co. LD., 16, Alexandra Buildings, or

CHANG FAT YUEN, 372, Des Voeux Road Central.

Hongkong, 3rd July, 1911. [1239]

## TSANG KWONG COMPANY.

ELECTRICAL AND GAS CONTRACTORS.

230, Des Voeux Road Central.

Telephone No. 690.

Hongkong, 2nd Jan., 1911. [70]



## COMMERCIAL.

## EXCHANGE.

Selling.	
London—Bank T.T.	1/9 9/16
Do. Demand	1/9 9/16
Do. 4 months' sight	1/9 9/16
France—Bank T.T.	22 7/8
Do. Demand	22 7/8
Do. 4 months' sight	22 7/8
Germany—Bank T.T.	1.83 1/2
Do. Demand	1.83 1/2
Do. 4 months' sight	1.83 1/2
India T.T.	134 1/2
Do. Demand	134 1/2
Do. 4 months' sight	134 1/2
Shanghai—Bank T.T.	74 1/2
Do. Demand	74 1/2
Do. 4 months' sight	74 1/2
Japan—Bank T.T.	100 7/8
Do. Demand	100 7/8
Do. 4 months' sight	100 7/8
Java—Bank T.T.	108 1/2
Do. Demand	108 1/2
Do. 4 months' sight	108 1/2
4 months' sight L/C.	1/9 15/16
6 months' sight L/C.	1/10 1/16
30 days' sight San Fco & N. York	44 1/2
4 months' sight do.	44 1/2
30 days' sight Sydney & Mel-	
bourne	1/10 3/16
4 months' sight do.	2.34 1/2
6 months' sight do.	2.34 1/2
4 months' sight Germany	1.83 1/2
Bar Silver	24 5/16
Bank of England rate	2 1/2
Sovereign	\$11.02

## POST OFFICE.

Only fully prepaid letters and post-cards are transmissible by the Siberian Route to Europe.

A Mail will close for—

Swatow, Amoy and Fuzhou—Per

Dalmeida, 9th July, 9

A.M.

Macao—Per Sui Tai, 10th July, 1.15

P.M.

Manila, Cebu and Hilo—Per Rabi,

10th July, 3 P.M.

Hongkong—Per Dugay, 11th July, 8

A.M.

Swatow Amoy and Fuzhou—Per

Hutchinson, 11th July, 10 A.M.

Singapore, Penang and Calcutta—Per

C. Apear, 11th July, 11

A.M.

Macao—Per Sui Tai, 11th July, 1.15

P.M.

Manila, Cebu and Hilo—Per Kaifong,

11th July, 3 P.M.

Shanghai—Per Tjilid, 11th July, 4

P.M.

Singapore—Per Peter Berg, 11th July, 1

P.M.

Keelung, Nagasaki, Kobe, Yokohama,

Victoria, and Tacoma—Per

Chingha, 12th July, 10

A.M.

Singapore, Penang and Bombay—Per

Capri, 12th July, 10 A.M.

Europe, &c., India via Tuticorin—Per

Yonck, 12th July, 11 A.M.

Macao—Per Sui Tai, 12th July, 1.15

P.M.

Shanghai—Per Choyang, 13th July, 1

A.M.

Macao—Per Sui Tai, 13th July, 1.15

P.M.

Shanghai—Per Luan, 13th July, 3

P.M.

Manila, Cebu and Hilo—Per Guaymas

(Mexico), 13th July, 4 P.M.

Shanghai, Kobe and Moji—Per Kato,

14th July, 11 A.M.

Amoy, Keelung, Shanghai, Nagasaki,

Kobe, Yokohama, Shimada,

Yokohama, Honolulu and San

Francisco—Per Mongolia,

14th July, 10 A.M.

Macao—Per Sui Tai, 14th July, 1.15

P.M.

Singapore, Penang and Calcutta—Per

Namang, 15th July, 11 A.M.

Batavia, Cheribon, Saunrang and

Sourabaya—Per Tjilid, 15th

July, 11 A.M.

Manila, Cebu and Hilo—Per Loug-

sang, 16th July, 1 P.M.

Macao—Per Sui Tai, 16th July, 1.15

P.M.

Manila, Cebu, Hilo, Yap, Augur,

Friedrich Wilhelmshafen,

Rabaul, Herbertshohe, Ma-

tapi, Brisbane, Sydney, New

Zealand, Dunedin, Mel-

bourne, Adelaide, Perth and

Freemantle—Per Prinz Sig-

mund, 15th July, 8 P.M.

Shanghai—Per Chihun, 15th July,

6 P.M.

Europe, &c., India via Tuticorin—

Per Dumbas, 16th July, 11

A.M.

Swatow, Amoy and Fuzhou—Per

Haitan, 18th July, noon.

Sandakan—Per Mausang, 20th July

11 A.M.

Europe, &c., India via Tuticorin—

Per Assaye, 22nd July, 11

P.M.

## THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP, \$1,250,000.)

Loans on Mortgage of House Property,

&c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

THE OFFICE OF

TRUSTEE, EXECUTOR OF

WILLS, ATTORNEY, &c.,

Underwritten and Executed.

SHEWAN, TOMES & Co.

General Managers.

Hongkong, 12th March, 1908.

[41]

## SHIPPING NEWS.

## MAIL DUE.

German (Luzow) 12th inst.  
The Canadian Pacific Railway Com-  
pany's H.M.S. Empress of Japan ar-  
rived at Nagasaki on the 8th inst., at  
8.00 p.m., and left again at 3 p.m., same  
day for Shanghai where she is due to  
arrive on the 10th inst., at 1 a.m.  
The s.s. Katana left Singapore on  
the 6th inst., and is due here on the  
12th inst.

## ARRIVALS.

Sosho—Maru, Jap. s.s., 1,119, K.  
Sakura, 7th July—Swatow  
6th July, Gen.—O. S. K.  
Quinta, Ger. s.s., 900, T. Schlosimzer,  
7th July—Bangkok via  
Swatow 27th June, Rice—S.  
& Co.  
Signal, Ger. s.s., 907, E. Sauson,  
7th July—Haiphong and Hoi-  
how 7th July, Gen.—J. &  
Co.  
Eastern, Br. s.s., 3,586, F. W. Hood,  
7th July—Kobe 2nd July,  
Gen.—G. L. & Co.  
Hitachi Maru, Br. s.s., 4,104, T.  
Yamawaki, 8th July—Shang-  
hai 6th July, Gen.—N. Y.  
K.  
Ship Shing, Br. s.s., 1,190, Mooney,  
8th July—Canton 7th July,  
Gen.—J. M. & Co.  
Chenun, Br. s.s., 1,350, L. Jones,  
8th July—Canton 7th July,  
Gen.—B. & S.  
Halvard, Nor. s.s., 1,066, C. Ander-  
sen, 8th July—Bangkok  
and Swatow 7th July, Gen.—  
A. T. & Co.

CLEARANCES AT THE HAR-  
BOUR OFFICE.

Wongkoi, for Swatow.  
Dajin-maru, for Swatow.  
Huihow, for Swatow.  
Chingha, for Manila.  
Japan, for Singapore.  
Agard, for Amoy.  
Taishun, for Shanghai.  
Lacates, for Swatow.  
Yaiyang, for Swatow.  
Marie, for Saigon.  
Hitachi-maru, for Singapore.  
Eastern, for Melbourne.  
Yuen-sang, for Manila.  
Ching-shing, for Swatow.  
Singun, for Hoihow.  
Chenun, for Shanghai.

## DEPARTED.

July 8.  
Dajin, for Singapore.  
Hangsang, for Shanghai.  
Wahui, for Canton.  
Taishun, for Shanghai.  
Yuen-sang, for Manila.  
Japan, for Calcutta.  
Lacates, for Singapore.  
Highshire, for London.  
Singun, for Haiphong.  
Wongkoi, for Singapore.  
Chingha, for Manila.  
Newcastle, Br. cruiser, for Wei-hei-wei.

## PASSENGERS ARRIVED.

Per Eastern, arrived 7th July, from  
Kobe:  
Braun, Mrs. and McIntyre, Mr. &  
Mrs.  
Bregent, Miss  
Cones, Mrs.  
Dalton, Mrs.  
Hahn, Mrs.  
Langisawger, Capt.  
Per Hitachi Maru arrived 8th July,  
from Shanghai:  
Dixon, Miss D.  
Dixon, Master A.  
Dixon, Master P.  
Dixon, Master P.

## PASSENGERS DEPARTED.

Per Nikko Maru, sailed on 7th  
July, for Australia:  
Andrews, Mr. and Loxana, Mr.  
Brown, H.  
Bonion, Mrs.  
Bowler, Mrs.  
Conner, Mrs.  
Cox, Rev. Felix  
Cox, Ernest  
Denning  
Fenn, W. T.  
Friend  
Ford, Dr. Y.  
Gome, A.  
Gandy, Mrs.  
Grive, Mrs.  
Higgin, Leo  
Johnson, Rev. J.  
Janen  
Johnston, Miss  
Jensen, Mr. and  
Mrs.  
Kruiger, M.  
Knox, Mr. & Mrs.  
Kohn, Mrs.  
Kogiso  
King, Mr. & Mrs.  
G. H.  
Autonio  
Laffert  
McClough  
Morgan  
Mellang  
Matsui  
McFerran, Mrs.  
Nishiwada  
Pratt, Capt. and  
Mrs.  
Pope  
Pritchard, Miss  
Raphail, Mrs.  
Romeque, Mrs.  
Roid, Mrs.  
Ru ck, M.  
Rawling, Miss  
Sanson, Mrs.  
Souza, Mrs. A. J.  
Savage, Dr. M. J.  
Sudzuki, R.  
Sato  
Shibata  
Tolley  
Wilkin, Miss

## PASSENGERS EXPECTED.

Per Yara, expected here 17th July.  
Mr. Roy, Capt. Renault, Lieut.  
Marquer, Mr. Noyet, Mme. de  
Sugdin's family and 3 musicians.

## SHIPS PASSED THE CANAL.

4th July—Bayern, Bendorn  
Cyclops, G'onturel, Somatra, Thesens.  
Arrivals at Home—(4th July—  
Agamemnon, Aki Maru, Jason, Mon-  
trose, Stella.

## VESSELS IN PORT.

## STEAMERS.

Capri, Ital. s.s., 2,400, O. Figari,  
6th July—Bombay 18th  
and Singapore 30th June,  
Gen.—O. & Co.  
Catherine Apear, Br. s.s., 1,740, L. C.  
Townsend, 3rd July—Cal-  
cutta and Singapore 28th  
June, Gen.—D. S. & Co.  
Chicago Maru, Jap. s.s., 3,832, J. Goto,  
6th June—Manila 1st July,  
Gen.—O. S. K.  
Dajin Maru, Jap. s.s., 899, Y. Yama-  
moto, 7th July—Swatow  
6th July, Gen.—O. S. K.  
Fou Shing, Br. s.s., 1,423, W. D.  
Wade, 1st July—Guaymas  
(Mexico) 30th May, Ballast  
J. M. & Co.  
Huiyang, Br. s.s., 1,362, A. E. Hud-  
gins, 6th July—Keelung  
3rd July, Coal—D. L. &  
Co.  
Hercules, Nor. s.s., 2,439, R. Wilhelm-  
sen, 1st July—Portland 23rd  
June, Gen.—Order.  
Kaifong, Br. s.s., 987, J. V. Sidford,  
7th July—Manila, 4th July,  
Gen.—B. & S.  
Laertes, Br. s.s., 1,310, J. Scott,  
6th July—Saigon 2nd July,  
Gen.—Wo Fat Sing.  
Locksaw, Ger. s.s., 1,020, W. Taubert,  
7th July—Bangkok via  
Swatow 30th June, Rice—  
B. & S.  
Loongmoon, Ger. s.s., 1,215, H. Vogeler,  
6th June—Saigon 1st July,  
Gen.—H. A. I.  
Mario, Ger. s.s., 1,169, Schalkier,  
23rd June—Saigon 19th  
June, Rice—J. & Co.  
Mongolia, Am. s.s., 8,750, Henry E.  
Morton, 7th July—San  
Francisco 6th June, and  
Manila 6th July, Mail and  
Gen.—P. M. Co.  
Nakonka, Br. s.s., 68, Davis, 7th  
July—Swatow 11th May,  
Ballast—Order.  
Peteinburi, Ger. s.s., 1,373, C. Gose-  
wicz, 7th July—Bangkok  
29th and Hoihow 6th July,  
Bico and Wood—B. & S.  
Quarta, Ger. s.s., 1,745, Danieleson,  
30th June—Amoy 26th June,  
Gen.—S. W. & Co.  
Rubi, Br. s.s., 2,737, S. A. Crosby,  
7th July—Manila, P.I. 4th  
July, Hemp, Sugar and  
Milk—S. T. & Co.  
Seang Choon, Br. s.s., 3,217, W. T.  
Larkins, Singapore, 2nd  
July, Gen.—Lim Loo Hean.  
Tjilid, Br. s.s., 2,953, Jurisane,  
6th July—Balki Papan 20th  
June, Gen.—J. C. J. L.  
Triumph, Ger. s.s., 769, Jacobson,  
7th July—Haiphong and  
Hoihow 6th July, Gen.—  
J. & Co.

## SAILING VESSEL.

Eclipse, Br. 4-masted Barque, 2,396,  
White, 26th June—Canton  
28th June, Ballast—Stan-  
dard Oil Co.

## JOHN THOMAS COTTON.

VETERINARIAN & FARRIER  
(Qualified).

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